



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)	Maple Leaf Automotive Pty Ltd
Please rank the proposed options in order of preference. (optional)	Option A - 1st, Option B - 2nd, Option C - 3rd
Briefly, what are your reasons for your choice? (optional, 3000 character limit)	As a 30year Car Dealer, I believe that Options B & C will greatly reduce amounts of new vehicles sold, which will more than offset any efficiency gains modelled in the report. Especially in LCV's where buyers will be very reluctant to accept lower capacity/power engines required to reach the CO2 targets.
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)	Key Assumptions on the market acceptance of LCV's required to meet the target are very wide of the mark in my opinion. All current 4x4 Crew Cab Diesel Utes (Australia's favourite) emit 220+ grams CO2 per km. Reducing this within 5 years by 60% will require significant power & capacity reduction on average. Many buyers will avoid purchasing, instead keeping their older vehicles. PHEV is one expensive solution, but still will not meet the target CO2. Full EV for utes is impractical due to very poor range when loaded and minimal charging infrastructure.
Briefly, describe how the NVES might impact your organisation (optional, 3000 character limit)	As a car dealer depending on the sale of utes, I believe we will see a big increase in used diesel ute demand, and a huge decrease in new models available. And an increase in price on new utes that have engine capacity and power inputs that consumers want, reducing sales.
Who should the regulated entity be? (optional, 3000 character limit)	Not my area of expertise