

## **Rapid Transition to EV usage: A strategy**

### **Beware the working class at your peril**

#### **Personal EV transport is a health issue.**

COP 28 at last has demonstrated the need for governments to address policies to transition as rapidly as possible away from fossil fuels. There is no area more important than personal transport.

Currently recent research has shown premature deaths from personal transport is 5500 per year while combined industry and personal is 11,000 from asthma, lung disease, cancer, heart disease strokes and dementia directly from NO<sub>2</sub> SO<sub>2</sub> PM<sub>2.5</sub> CO. By comparison MVA deaths were 1123.

The research, conducted by [Melbourne Climate Futures](#) (MCF), shows that annually vehicle emissions in Australia may cause:

- 11,105 premature adult deaths
- 12,210 cardiovascular hospitalisations
- 6840 respiratory hospitalisations
- 66,000 active asthma cases.

<https://www1.racgp.org.au/newsgp/clinical/vehicle-related-air-pollution-may-cause-in-excess>

**This ignores the long term effects of Global heating as over 50% of emissions generated today will still be in the atmosphere in 80 years causing another 11,000 deaths per year worldwide.**

Current strategies to transition include the important role out of EV charging across WA and a \$3000 government subsidy for cars less than \$70,000.

Sadly this only rewards those in business and high income who can afford the current vehicles available. Yet environmentally embedded emissions in the production of larger vehicles offsets the benefit of electrification particularly if we are using fossil fuels to generate manufacture and recharging.

Governments must explain to the less financially literate the reasons why they need to transition as well as offering targeted incentives to benefit those most in need.

#### **3 Point plan**

- 1. Invest in public transport**
- 2. Establish safe infrastructure for personal EV usage**
- 3. Reduce incentives for large expensive EV cars and incentivise Micro EVs**

This paper addresses the 3<sup>rd</sup> option.

**Proposal:**

Start with a campaign to explain the health risks of continuing use of ICE vehicles similar to the successful QUIT campaign started by WA Health. THE WHY:

Explain the benefits of Micro EVs saving up to \$200 a week in fuel costs and \$1000s more in insurance.

Stress 90% of all journeys are < 100km per day to work, the station, shops, school or local entertainment or visits.

A Micro EV can be charged in 6 hours on an ordinary 3 point plug at home or in a car park charged by domestic solar or solar over all car parks.

Governments have battled with the concept of how to fill the gap from fuel taxes. We propose a transition tax based on a combination of weight, embedded emissions and emissions from usage of fuel and resultant social costs for mortality. Road taxes as currently on fuel and registration and insurance would remain.

For Example a large big 4WD ute truck would be \$5800 per year , A Tesla \$700pyr, a Micro EV \$90pyr.

Politically this would be best sold if introduced over a 10 years period at 10% per year. That would give motorists 10 years to transition away from their gas guzzling vehicles to EVs. Governments could clearly show the benefits by gradually lowering the threshold for subsidies to encourage vehicle manufacturers to introduce the models currently available for less than \$12,000 US in Europe and Asia . We propose reducing subsidy on cars by \$10,000 per year ie \$60,000 then \$50,000 down to \$20,000. This would clearly target the families second car for everyday use or an affordable car for students, low income and sole parents the very people that will reject transition when fed misinformation from the fossil fuel industry. People may chose to have or rent a larger car to go away long distance or pull the caravan or trailer but for most families this would be unnecessary despite the oppositions call about taking away the weekend. This would also allow governments to subsidise other infrastructure like conversion of units to being EV friendly.

Most importantly this strategy would move Personal Transport rapidly to lower emissions by 2033.

[REDACTED]

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12-12-2023



# Organisation questionnaire response

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

<b>What organisation do you represent?</b>  (required)	Midland Kalamunda Transport Group
<b>What is your name?</b>  (required)	Dr Colin Hughes Ben Rose
<b>What is your position at the organisation?</b>  (required)	Co Coordinators and principal researchers
<b>Please rank the proposed options in order of preference.</b>  (optional)	Option A - 0th, Option B - 0th, Option C - 3rd
<b>Briefly, what are your reasons for your choice?</b>  (optional, 3000 character limit)	We are in a climate and health emergency. MVA kill 1200 per years while emissions from vehicles kill 11,2000 and because 50% emissions are still causing global heating in 80 yrs will cause 30,000 deaths world wide. There is no time to wait. We must transition away from ICE vehicles as quickly as possible to public transport, personal and micro EVs and reduce vehicles on our roads by 50% by 2035. This will save \$billions in imported fuel costs, decrease road construction and decreased accident cos
<b>Do you support the Government's preferred option (Option B)?</b>  (optional)	No
<b>Do you have any feedback on the analysis approach and key assumptions used?</b>  (optional, 3000 character limit)	You must address the perverse incentive to import more heavier vehicles. According to the RAC you are 2x more likely to die if hit by large 4wd, the diesel pollution is a health risk. They are causing havoc in car parks and on roads and accidents have increased14% since SUV sales increased along with emissions by 25%
<b>Briefly, describe how the NVES might impact your organisation</b>  (optional, 3000 character limit)	WE are working closely with our local shires to halve the vehicles on our roads with upgrades to stations, safe bike and personal EV lanes, EV charging at shopping centres and encouraging walking by lowering vehicle speeds around schools parks and shopping centres. We need a price signal from Federal government to encourage small EVs not large polluting 4wds
<b>Who should the regulated entity be?</b>  (optional, 3000 character limit)	Federal government must control; imports but States must be given rights to impose registration pollution levies over the next 10 years



Australian Government

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