myenergi Ltd – New Vehicle Efficiency Standard Further Information

Overall, myenergi believes that the New Vehicle Efficiency Standard is a positive proposal for industry and also the economy, as Australia remains one of last advanced economies without vehicle efficiency standards in place.

The Government have stated that their key objective with the NVES is to reduce CO2 emissions from new cars, therefore limiting the annual tailpipe CO2 emissions will help achieve this goal.

As a business that operates across various markets, such as the UK and EU, as well as Australia, we understand that the barriers to rolling out a proposal such as the NVES can be global, not just national. Misinformation in the media about electric vehicles, and policies such as vehicle efficiency standards (for example, media outlets stating that vehicle efficiency standards will increase the cost of new cars for consumers/ increase cost of travel) are particularly prevalent, especially over the last few months. With ICE phase out dates fast approaching, and a reliance on the roll out of zero emission vehicles to meet net zero targets, it is imperative that this misinformation is addressed. Governments have a duty to provide accurate, reliable and free information and resources to the public that is easy to understand and easy to access.

As a supplier of smart home charge points who have supplied tens of thousands of homes and businesses worldwide, including Australia, myenergi would welcome improvements in the ability for vehicles to interact as smoothly as possible with smart charging functions, and this could become an additional requirement for the NVES. We would welcome a mandate on EV manufacturers to ensure that their vehicles are fully tested for smart charging capability, including the ability to accept adjustments in the rate of charge. Historically, not all vehicles have been capable of smart charging, despite charge point manufacturers being legally mandated to produce smart charge points, meaning that consumers have been disappointed by vehicles either failing to charge entirely or failing to charge according to a smart charging profile or schedule.

Finally, it is important that industry is made aware of the details of the NVES as soon as possible. The most important way that the Australian Government can support the NVES and roll out of electric vehicles is to offer certainty and clarity in strategy and policy. Although the UK has a Zero Emission Vehicle (ZEV) mandate, the details of this mandate were only published 3 months before it was to come into force. Details of the mandate also changed, with UK Government announcing that there was to be a delay to the mandate, moving the deadline for a 100% ban of internal combustion engines (ICE) vehicle sales from 2030 to 2035. This has resulted in frustration and uncertainty from industry.

Organisation questionnaire response

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

What organisation do you represent? (required)	myenergi LTD
What is your name? (required)	Lucy Webb
What is your position at the organisation? (required)	Policy Officer
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)	Overall, myenergi believes that either option B or C is a sensible option and mimic other Vehicle Efficiency Standards across the rest of the world, including the UK and the EU. We believe that option A does not go far enough in its ambition to reduce CO2 emissions, with the total CO2 intensity reduction between 2024-2029 being only 34% compared to 61% in option B, and 77% in option C. As highlighted in the analysis, Australia would not catch up with US targets at all if the decision is made to proceed with Option A. We also do not agree with the 2-year grace period Option A would offer, with binding targets starting from 2027, whereas Option B and C start from 2025. 'Supercredits' may be issued if a supplier sells certain types of car. There is a hierarchy of vehicles, with an EV worth the most credits, followed by plug in hybrid second, and lastly, an efficient ICE vehicle. myenergi disagrees that this is an effective proposal to include in the scheme, as like the consultation states, this could dilute the effectiveness of the scheme. This could also add further complexities, not only for industry, but for consumers. Although there may be argument to introduce further credits for vehicles that include technologies that might aid the consumer in their green transition (such as vehicles that fully support smart charging capability) we do not believe that there is a requirement for 'Supercredits' within the scheme that will allow a manufacturer to count the sale of an electric vehicle more than once. Whilst option C has been described as aggressive, it is also ambitious and would place Australia at the forefront of Vehicle Emission Standards. Although the penalty rate is the highest at $200 per g/km, the benefits of implementing a stronger NVES means that Australia will benefit from cost and carbon savings a lot earlier, and bring

	Australia in line, or even ahead, with other global economies that have a NVES in place.
Do you support the Government's preferred option (Option B)? (optional)	Yes
Do you have any feedback on the analysis approach and key assumptions used? (optional, 3000 character limit)	N/A
Briefly, describe how the NVES might impact your organisation (optional, 3000 character limit)	myenergi is a manufacturer of energy smart technology targeted at the domestic sector. Our mission is to promote energy independence through a range of innovative, eco-smart products, all manufactured and designed in the UK. As well as the UK, we currently supply our products in Australia, Benelux, Ireland and Germany. myenergi, founded in 2016, is renowned for producing the world's first solar-compatible EV charger – zappi. Alongside being able to charge an electric vehicle like any other charger, it has the capability to charge a vehicle from 100% renewable energy by constantly monitoring self-generation and diverting available renewable power to the charger. The company specialises in helping consumers to monitor, manage and maximise their own renewable generation, and use energy – including to charge an electric vehicle – in the smartest way possible. We believe that the NVES will have a positive impact on our organisation, and other companies like myenergi that are established in the green energy sector. Encouraging consumers to purchase more efficient vehicles, such as electric vehicles, through the NVES will lead to more consumers purchasing domestic electric vehicle charge points, and other green technologies such as solar PV systems and heat pumps to create a full home energy ecosystem and be energy independent.
Who should the regulated entity be? (optional, 3000 character limit)	N/A