



4 March 2024

Department of Infrastructure, Transport, Regional Development, Communications, and the Arts

Email: cleanercars@infrastructure.gov.au

RE: National Vehicle Efficiency Standard Impact Analysis February 2024

Origin Energy appreciates the opportunity to provide a submission in response to this consultation on a National Vehicle Efficiency Standard (NEVS).

Origin is passionate about supporting Australia's transition to net zero emissions by working towards electrifying our own fleet, ultimately driving more demand for electric vehicles (EVs) in Australia and making EVs more accessible for everyone. We have committed to transitioning all 600 of our passenger and light commercial vehicles to electric vehicles by 2030.

Origin supports the Government's preferred option (Option B). Option B is modelled to result in the most reduction of emissions for the most reasonable cost within a reasonable but not aggressive timeframe. We note that option C as modelled would reduce emissions faster, but the additional cost to undertake is significant and we understand this may not be practical at this time.

Origin considers that the modeling undertaken by the Government in developing its preferred model is reasonable. We have not identified any issues or erroneous data points within the modelling that we consider would materially influence the projected outcomes.

Origin supports the regulated entity that will incur credits and debits under the NVES legislation as described - the type approval holder who first enters a particular vehicle onto the Register of Approved Vehicles. We consider that as long as there is related reporting, record keeping and information obligations that will need to be complied with by the relevant type approval holder, and a mechanism to ensure there is no double-registration of vehicles, this approach seems reasonable. We note that these items are all proposed within the impact analysis paper.

The Australian NVES will be set out in primary legislation and enforced by the regulator. The paper proposes that the regulator will be a body operating, at least initially, within the department. This is consistent with other jurisdictions and we are comfortable with this approach.

Yours sincerely



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