



Organisation questionnaire response

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

What organisation do you represent? (required)	Surfers for Climate
What is your name? (required)	Josh Kirkman
What is your position at the organisation? (required)	CEO
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)	<p>Delivering a strong and effective fuel efficiency standard for Australia’s light vehicle fleet is essential to drive down carbon pollution and cut the cost of living for Australians. The New Vehicle Efficiency Standard (NVES) should reflect that there is a dire need to meet our Net Zero targets as soon as possible.</p> <p>I believe that a mixture of Option B and Option C is the best choice for Australia to ensure we reduce CO2 emissions, preferably with the Option C target provided by the government’s impact analysis of 74 million tonnes by 2050. This will support the government to meet its Net Zero targets and allow space for other industries that face stronger challenges for transitioning to reduce their emissions. I also believe the NVES should prioritise a transition to all new car sales being zero emission vehicles by 2035 at the latest. I believe that cutting vehicle emissions is imperative to delivering cleaner air for better health, boosting national energy security, and improving access to greener cars for Australians as soon as possible, while supporting us to slow global warming and protect Australia.</p> <p>I strongly support the key common features in options B and C as minimum starting points for unlocking better access to low and zero emissions vehicles as soon as possible. Primarily, I support and believe the following features be included in the NEVS: SUVs should be considered passenger vehicles. Option C and B rightly include SUVs in the passenger vehicle category. There is no justification for a higher CO2 limit for a vehicle that is larger due to consumer preference, rather than for a genuine utility or commercial reason (which is covered by the LCV category). The NVES should encourage lighter vehicles. The Government should consider lowering the break point for vehicles to 1800 kg or less, or better yet, eliminating the weight</p>



	<p>based adjustment altogether, to encourage the purchase of smaller, lighter vehicles. Penalties should be substantial. The EU has a penalty of \$197 per g/km (AUD equivalent) for exceeding their CO2/km target – to get close to that, the penalty proposed under option C should be adopted in Australia. Loopholes should be ruled out. Ruling out supercredits and loopholes are an excellent feature of both B and C. Banking and trading of credits is acceptable if limited in scope – these should not be expanded beyond the 2 years suggested by Option C. Emissions should be tested in real time. The Government should also implement real-world testing of vehicle emissions (onboard fuel consumption monitoring) to prevent manufacturers from producing laboratory testing which is inaccurate, as they have done in the past.</p>
<p>Do you support the Government's preferred option (Option B)? (optional)</p>	<p>Yes</p>
<p>Do you have any feedback on the analysis approach and key assumptions used? (optional, 3000 character limit)</p>	<p>no comment</p>
<p>Briefly, describe how the NVES might impact your organisation (optional, 3000 character limit)</p>	<p>A strong NVES will provide our cohort - the surfers and coastal communities of Australia with more options for fuel efficient and zero emissions cars, helping us all to meet Net Zero and protect Australia;'s environment and the oceans from the impacts of a worsening climate change disaster. Our 10,000+ members have said that they strongly believe in Australia's Government doing everything they can to transition us away from fossil fuels and to be leaders in dramatically reducing our emissions. We strongly support Option C.</p>
<p>Who should the regulated entity be? (optional, 3000 character limit)</p>	<p>The regulated entity should be independent from any car manufacturers or vested interests and have the power to apply financial penalties that are a meaningful prevention measure for car companies so that they keep to Australia's emissions standards.</p>