

The power of two

AN electric car costs \$50,000 or more. In eight years or so it needs a new battery, \$25,000 on current pricing. Then there's the running costs of tyres, brakes and so on.

Road-registered electric scooters – the ones not allowed on footpaths and for which you need a licence – cost 70 per cent less. Batteries are cheaper and running costs much less. Parking costs nothing.

As commuter vehicles and alternatives to a second car, they are cost-effective in cities.

Scooters benefit people who need powered transport by reducing traffic congestion, costly road damage and freeing up carparking. You can park five scooters in one car space.

Many electric scooters are Australian-made which keeps skills, jobs and profits here while reducing our reliance on imports. So why do governments specifically exclude two-wheel machines from payments to people buying new electric vehicles? It does not make sense.

Damien Codognotto, Motorcycle Riders' Association, Howrah, Tas

Volts ironed out

COMPARING today's electric vehicles with those on the way is like comparing my father-in-law's old Land Rover with Simon Klaver's Nissan X-Trail (YV, 30/12). Hyundai

and Kia are already fitting 1000km-range batteries to their vehicles destined for Europe.

It is expected that the price of batteries will drop by more than half by 2025. However, fears about EV battery life may be unfounded. Recent findings are that EV batteries typically have 90 per cent capacity left when the battery is 10 years old.

Ray Peck, Hawthorn

Alone on the range

I HAD to laugh on reading ("Homeward EV drivers left flat", HS, 30/12) about Tesla drivers' long wait times to charge their vehicles at country charging stations.

Any one with an ounce of common sense would realise this is a normal occurrence given the lack of charging infrastructure in Australia.

It will be at least a decade before this is remedied. Until then, EVs are useless anywhere outside the cities. This is because they were rushed into production without proper testing.

Anyone who purchases one of these now must expect to put up with such pitfalls.

Ray Dore, Longwarry

Don't forget buses

JOHN Bell and Rob Mascaro (YV, 29/12) mention important problems

with the manufacture and uptake of electric vehicles. Rob is concerned about their cost – prohibitive for most people right now.

An overall better public transport plan must be part of climate action. Cheaper and more frequent and more direct buses would benefit low-income people.

Cycling and walking trails that are safe and well-linked should be another priority.

Dan Andrews has been hellbent on very expensive road-building. Now is the time to work on these other aspects of the transport system.

Elaine Hopper, Blackburn

Budgetary fault

SO Tennis Australia CEO Craig Tiley wants us to spend big to keep the Australian Open in Melbourne? (HS, 30/12).

We threw \$15m at the national netball team to keep them happy while the hospitals have 24-hour emergency waiting times and the whole system is on its knees.

Do we really care where the AO is, as long as it's in Australia?

Of course it would be good to keep the grand slam event in Melbourne but as long as other priorities are not neglected, which has been the case for decades.

Ian Anderson, Surrey Hills



Organisation questionnaire response

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

What organisation do you represent? (required)	The Motorcycle Riders Association Australia
What is your name? (required)	DAMIEN CODOGNOTTO OAM
What is your position at the organisation? (required)	SPOKESPERSON
Please rank the proposed options in order of preference. (optional)	Option A - 0th, Option B - 0th, Option C - 0th
Briefly, what are your reasons for your choice? (optional, 3000 character limit)	Road-registered motorcycles & scooters not included.
Do you support the Government's preferred option (Option B)? (optional)	NULL
Do you have any feedback on the analysis approach and key assumptions used? (optional, 3000 character limit)	No
Briefly, describe how the NVES might impact your organisation (optional, 3000 character limit)	The motorcycle community, some 1.4 million Australians are licensed to ride road-registered motorcycles or scooters but they have been excluded from incentives to buy fuel efficient or electric transport. Electric commuter motorcycles not only reduce emissions, they reduce traffic congestion, damage to infrastructure, take less space and provide safe affordable transport for families on low incomes at times of economic hardship.
Who should the regulated entity be? (optional, 3000 character limit)	NULL