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Thank you.

It is important that this is on the government agenda, but it is concerning that the results of many similar enquiries here and overseas have not produced some obvious answers that make this current process unnecessary. If the current Australian government is serious about decarbonising transport then there are some excellent models to emulate. As in many industries in Australia, there are many vested interests, both local and overseas owned, who stand to lose out from transitions. Norway and New Zealand (until recently) should show the way.

The terms of reference are loose. However:

Resources and infrastructure: Think China, EU and even UK. It is almost entirely about charging. Limited government assistance initially will be overtaken by private investment. Governments should concentrate on remote/low use sites so that rural communities are included.

Systems: This should concentrate on how government supports EV uptake. Norway is an excellent example. Registration costs based on emissions, standardisation of charging systems, incentives for EV uptake for low income families.

Fleet uptake: There is no reason why nearly all vehicles in the Federal, State and LGA fleets could not be electric immediately. Most do short trips and could be charged at standard amperage outlets each night. This would create some traditional supplier chain pain but would be in the interests of consumers and would more quickly create a second hand market.

Fuel excise loss: A road user tax based on a combination of kilometres driven and emissions, with perhaps a weight factor and regional rebate could replace this in a fair and equitable way.

Fuel savings: Australia imports A\$91 Billion worth of fuel, most of which is for transport. It beggars belief that our Federal government puts the country's entire transport infrastructure at risk from an attack on our fuel supplies, coming from private companies through potentially dangerous shipping routes and adversely affecting our balance of payments. It is a major risk to Australia which has both gas (never seen as an energy security solution as foreign owned for export) and abundant renewable energy sources.

Low availability of EVs: The lack of a Fuel Efficiency Standard is a large part of the cause. That there is no fuel efficiency standard is a major government failing to look after the

financial interests of ordinary Australians, prioritising foreign car manufacturers. It is disgraceful.

We have excellent bodies such as CSIRO and AEMO who are able to give good advice about these matters when free of ideological and political interference. It strikes me that running yet another enquiry is a sign that this government is wary of upsetting some powerful vested interests in Australia's automotive industry. I see this as being completely contrary to the interests of Australia as a country and its occupants. This seems to be the reason for such delays in making rational decisions about what is best for Australian citizens. It is a great concern. The delaying tactics used by the Japanese car manufacturers importing into Australia are not in our national interests. It is always difficult to induce change, but the evidence from any advanced country you might like to examine is that the transition to electric transportation is beneficial to the population but not to the incumbents. It's called progress.

China is the best example. They have conclusively demonstrated that electrification of transport on a large scale is possible and beneficial. I will leave Hydrogen out, but it is likely to be a side show, maybe for heavy, remote transport. Electrification of transport is the most effective way to decarbonise the sector. India has done this very successfully with two wheeled transport. It should be sobering that the better examples of what to do for the benefit of the country and its inhabitants come from what we in Australia once considered "developing" nations.

Air quality is another major issue. This is better on many days in central London than in Australian capital cities because of targets on vehicle emissions. Electrification of transport is a key factor, but the lack of even halfway decent emissions standards in Australia is a major health risk. Once again, it is as if government is supporting car manufacturers over the citizens.

The rise in the road toll must be linked with the rise in SUV uptake. The tax incentives from the Morrison government to purchase these saw an increase in average fuel consumption but also an increase in deaths, particularly in children, where the risk of pedestrian death is 800% higher when one of these is involved. One can only think that Toyota is having a lend of us when it has marketed a Hilux SUV in Europe which meets Euro 6b emissions since 2020. This is not sold in Australia.

The concerns about effects of EV charging on electricity demand have already been addressed in a number of papers. Essentially it is about incentivising charging times. In WA, Synergy have a tariff encouraging daytime charging when there is ample solar PV generation. This is a management issue which is already in hand. A significant number of people charge at home using their solar PV. This is not different from when energy providers saw a surge in power use in the 1970s when air conditioning became popular.

Finally, I submit this as one half of a retired couple who converted to EVs in retirement. We drive annually across from Perth to Sydney and have no hesitation in travelling to remote parts of WA in our EV. The expansion in chargers in the past 12 months means that

we do not feel restricted in any way. The cost savings are extraordinary, both initially and over time. Our current running costs when charging from the Synergy grid are around 1.2 cents per kilometre, or zero when we charge from solar. The savings on petrol for an average family are substantial, and overall transport costs with a lower priced EV over a year or two substantially reduce the financial pressures on families. Very good, safe EVs are available in Australia for less than the \$50,000 average price of a new car purchase. Government's role in supporting a second hand market is obviously critical to reduce prices further, as is happening in overseas markets.

It is imperative that the Albanese government resists pressure from vested interests, particularly the network around Japanese car manufacturers, and supports the electrification of Australia's transport, in the interests of ordinary Australians.

Thank you for accepting my submission.

Chris and Juliet Johnson

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