

[REDACTED]

Dear Committee

Whilst not directly in your remit can I say that I am completely shocked that the Government has not yet introduced **emission standards**. How hard can it be? I thought the govt would be ready to introduce it in the first sitting weeks of its term. Fine tuning can happen later. My guess is that when they are introduced it will be with a long lag-time in any event. Why not put the industry on notice that there is a hard start date and at least the broad overview of what it will be (“same as NZ” would be easy) and between announcement an implementation make any fine-tuning necessary.

As to the EV transition itself, among all the important things to get right are:

Bi directional charging. I have 5x the storage in my small car when compared to my home battery. Clearly EV’s can be a big part of storing the energy when it is cheap and putting it back when its needed. We need to mandate that cars sold in this country have the capability for bi-directional charging and the date for this to be the case needs to be ASAP. In practice it may be better to specify that a certain percentage of cars sold have the capability of bi-directional charging if the customers want it. Or maybe tax incentives

Clearly it is a complex issue and any legislation needs to also make sure the grid is ready to handle it.

But the imprint bit in my view is that this may well be somewhere that Australia can get ahead of the curve, having fallen badly behind during the last 10 years.

Manufacturing is clearly an opportunity and should be vigorously encouraged. Not only EVs themselves but surrounding infrastructure. A home bi-directional charging capability a huge opportunity but I understand that at this stage home chargers are prohibitively expensive.

Designing networks with bi-directionality in mind clearly a priority and I imagine new technology could be required to get it right.

On a more general note:

Charging Infrastructure design. As a user I would prefer to see a small number of places with a large number of charging ports rather than the reverse. Good on the NRMA for rolling out a network but offering only a single port makes it hard to plan. Being able to book a port (and be charged for its use during the booked time if not there) would also be advantageous.

Thank you for your attention.

Jim FitzSimons
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