

NATURAL GAS VEHICLES AUSTRALIA  
c/VACC  
484 St Kilda Road  
Melbourne, Victoria 3000

Committee Secretary  
Senate Select Committee on Fuel and Energy

16 July 2009  
Dear Sir/Madam,

Comments to Senate Select Committee on Fuel and Energy.

We thank you for the opportunity to comment to the Senate Select Committee and enclose a submission that we presented in November 2008 to,

The Secretary  
Vehicle Fuel Efficiency Secretariat  
Renewables and Energy Efficiency Division (REED)  
Energy Futures Branch  
Technology and Transport Section

While that submission responded specifically to that Green Paper our comments are also relevant to your inquiry and report. Natural Gas Vehicles Australia (NGV Australia) is an industry association whose members represent all sections of the natural gas vehicles industry in Australia - gas producers, retailers, distributors, engine/vehicle manufacturers and converters, refuelling station suppliers, transport operators, etc.

The objective of NGV Australia is to educate consumers and promote support for the widespread use of natural gas as a mainstream vehicular fuel in Australia and to realize the huge environmental and economical plusses available to a nation rich in gas reserves but rapidly depleting oil reserves.

NGV Australia is encouraged that there is an awareness of the merits of the various alternative fuels and a general understanding of the economics, practicalities and likely time frames for their introduction. We also concluded that if, indeed, the objective is to effect a short to medium term upgrade of the Australian fleet to more fuel efficient, lower carbon emitting vehicles, then, given the wide availability of natural gas at very competitive prices, as well as its superior performance as a vehicular fuel in terms of emissions, then the time is ripe to get serious about spreading its use widely.

An additional consideration to Vehicle OEMs is in regard to axle weight and length limits. NGVs are often heavier and longer than equivalent diesel or petrol fuelled vehicles. This can be very limiting given the arduous duty cycles required of commercial vehicles in the Australian environment. As such, consideration should be given to relax and/or review the limits in order to facilitate the increased use of low emission NGVs. We look forward to reading the responses of others and to the eventual release of the final report, and we take this opportunity to offer our services should you wish to discuss our views in detail.

Again, we thank you for the opportunity to comment.

Yours sincerely

Antony Middleton  
Chairman  
NGV Australia