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“Future Fuels Strategy” Proposal is an Exercise in Delay

The federal government’s long-awaited discussion paper on transport emissions is a deliberate effort to stall action on *actually reducing* transport emissions.

The “Future Fuels Strategy” discussion paper argues the priority should be about consumer choice, not the urgency of drastically reducing transport emissions. It claims that electric vehicles (EVs) are too expensive – despite having no current or future policy to reduce the cost of EVs.

It suggests that hybrid vehicles result in lower emissions than an EV charged on the national electricity grid due to the high emissions intensity of the grid. This is the same government which has done everything in its power to ensure the grid remains fossil-fuelled! Grid emissions intensity (grams CO₂e/kWh) has been trending downwards thanks to the contribution of solar and wind, meaning EVs get cleaner while hybrids do not.

The government states that unmanaged EV uptake would risk destabilising the national electricity grid. This is completely false. Tariff structures already encourage charging at off-peak times, while the opportunity for EVs to act as not only a highly controllable load, but also as a source of additional power generation during times of high demand.

This government has been promoting ‘technology based solutions’ for years. The best technology for reducing transport emissions is electric. By diverting efforts towards hydrogen and bio-fuels – technologies which are both inefficient and expensive – it seeks only to delay the pressing need to eliminate greenhouse gas emissions from transport.

This discussion paper tries to reinforce the myth that Australia is not ready for EVs, and that reducing emissions results in cost and suffering.

Australian consumers are ready for EVs now and the clean transition is well underway. The government should be supporting them as a priority.

ENDS

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