Fuel Efficiency Standard Community Consultation 2023

Submissions from individuals

#	Author	Comment
1.	Leeanne Tyler-Olsen	Dear Director, My name is Leeanne Tyler-Olsen and I am writing to urge you to push for a strong fuel efficiency standard that puts Australia on track for all vehicle sales to be electric by 2030. I am the proud owner of an electric vehicle, namely a BYD Atto 3, which is a joy to use, primarily because I know that I am not adding to pollution and carbon emissions. It is also extremely cheap to run, especially as I charge from my 13.2 kilowatts of rooftop solar panels. In order to promote the demand and thereby to reduce the price of electric vehicles, Australia needs a very strong fuel efficiency standard. A standard without loopholes, that does not allow petrol car manufacturers, such as Toyota, to dump their inefficient, environmentally destructive vehicles in Australia. Pollution from petrol cars causes many deaths every year in this country. It also adds enormously to global warming and the science tells us that we have only a very small window of time to keep warming to 1.5 degrees. If it goes above this, we are in an existential crisis. The message couldn't be clearer. I therefore beseech you to develop and endorse a fuel efficiency standard that will show the world that Australia is serious about moving away from fossil fuels and transitioning to renewable energy on all fronts.
2.	Janet Roden	As a registered nurse and midwife and sustainability researcher, I am especially concerned about the implications of air pollution, of which motor vehicle emissions form a major component, on human and planetary health. I support the current government's intentions to reduce greenhouse gas emissions to net zero as quickly as possible. There is a huge amount of research which demonstrates the cost of motor vehicle pollution on the health of Australians. A strong, enforceable fuel emissions standard applying to all vehicles would reduce air pollution and thus its health impacts. As the consultation paper points out Australia is one of the very few developed countries which does not have such standards. Standards should apply to all vehicles and be consistent with those that apply in most other developed countries. The New Zealand regime is well worth considering in developing Australian fuel efficiency standards.

		I support the detailed policy proposals put forward by the Australian Electric Vehicles Association as set out in their response to the specific questions posed in the consultation paper.
3.	Blair McFarland	This really needs to happen so we don’t become the dumping ground for the world’s dirtiest cars. Consumers want to buy electric cars but the range is minimal and waiting lists lengthy. Appropriate standards is the first step.
4.	Gordon Kennard	Dear Sir/Madam, You have the relevant quantitative information much more either 'in your head' or easily-accessible than I, I suspect. My submission is simply to: 1. draw further attention to the seriousness of what you must decide, and 2. strongly encourage you to show the reality of your care for your children and for future generations. Sincerely,
5.	Tim Hayden	Implementation of a strategy to expedite the reduction of carbon emissions from such a major contributor should be of the highest priority. Please implement a standard to improve the sustainability of the planet. I have a 20 month old daughter - I want a sustainable place for her to live- this is a major step towards it.
6.	Peter	Pollution is a Worldwide problem and the solution requires Worldwide Action. Please introduce strong vehicle pollution regulations for Australia, similar to those in Europe and USA. We all will benefit.
7.	David Kelly	Vehicle emission controls are necessary to protect public health and meet our carbon emission obligations. The simplest and most effective way to do this is to adopt the European Community's emission control standards. Then any vehicle made for sale in Europe will automatically be acceptable in Australia. And the sale of electric vehicles will be encouraged.
8.	Rebecca Canright	Greetings! As a young person I care a lot about safeguarding our beautiful are beautiful and natural resources. Let's work together to ensure that we protect our clean our clean air and water to the best of our ability. The time is now to take good care of our air and water, so that we have less pollution that harms our ecosystems.
9.	Peter Procalio	I believe that fuel emissions standards should be introduced. Most other countries have legislated higher standards. I also have asthma and the particulate pollution from emissions impacts on my health. I am also wanting to buy an EV. Emissions standards would impact on the price of ICE cars and make EVs more affordable.
10.	Mark Purbrick	I live in the Latrobe Valley and drive an electric car. I believe that legacy car manufacturers are lobbying for weak emissions standards so that they will not need to rapidly convert their production lines. This means our vehicles are expensive to run and are highly polluting. My experience with owning an electric vehicle (EV) confirms that they are very cheap to run and maintain. A strong fuel efficiency standard is required to achieve sufficient emissions reductions in the transport sector. Please ensure Australia’s standard is at least equal to Europe and New Zealand and achieves:

		1. A rapid transition to electric vehicles - the only technology available now to prevent the burning of fossil fuel; 2. Strong disincentives for the purchase vehicles that burn fossil fuels; 3. A target of less than 1.5 degrees global warming for Australia; 4. Gives EV manufacturing a competitive advantage over the manufacturing of internal combustion engines; 5. Forces car manufacturers to sell a high percentage of zero emissions vehicles in Australia; 6. An immediate commencement along with constant annual reductions towards an early net zero target, reviewed every 2 years; 7. Equal incentives for vehicles of all sizes; 8. High penalties for fraudulent emissions claims. I support the 5 guiding principles for setting a fuel efficiency standard published in the consultation paper.
11.	Chris O'Rourke	There is a simple solution to reduce the number of gas guzzlers on the roads. Introduce a Road User Charge for all vehicles. Have a nominal registration charge combined with an RUC based on the level of damage done to the environment and to the roads. EVs a few cents per km through to big diesel trucks at a much higher rate. The latest report from the IPCC makes many grim predictions. Given that transport is responsible for 18-20% of emissions, this is an area where serious changes need to be made. The world is transitioning to a renewable energy environment. If we are serious about reducing emissions due to transport we must also make a transition to a much higher use of active and public transport away from private transport. This means provision of improved active transport facilities (with grade separation) and many more electrified buses, trams and trains. Your commitment "to reduce light vehicle CO2 emissions, while progressing other measures such as encouraging the deployment of charging infrastructure through the new National Electric Vehicle Strategy" is commendable, and mode shift to public transport is the best way to achieve this aim. To "reduce emissions, reduce fuel costs, and achieve our net zero target" we must stop building urban motorways (eg. Beaches Link in Sydney) as they are the main source of induced demand for private road transport. To do this we need to find a ways to encourage people to want to use public transport . That will come with improved services: At the moment about half of the that will come with greater investment in services. Strategies: • Increase standards for fuel, as canvassed by the Minister • Introduce a Road User charge for all motorised vehicles. The amount of this RUC should vary from vehicle to vehicle according to the amount of damage that each vehicle does to the environment (emissions) and to the roads (requiring maintenance). Lightweight EVs would attract a low RUC, while a heavy diesel powered B Double would attract a high RUC). The Federal Government would discontinue the fuel excise but continue to make payments to the states for road maintenance hypothecated from the RUC.

		• Remove the “Fuel tax credits for heavy vehicles”, as this does not incentivise the transition to electric vehicles or modal shift • Introduce “on demand” services for regional areas modelled on the Hawkes Bay (NZ) program. Website: https://www.mywayhb..nz • Further encourage children to walk to school to reduce the “double bump” of the school pick up as a follow up to the National Walk Safely to School Day. • Ban the sale of ICE vehicles by 2030 and the use of ICE vehicles after 2045 (with exemptions on a case by case basis similar, for example, to the conditional registration program in NSW). o “Bans on diesel and ICE vehicles tend to increase the use of cleaner fuel alternatives and/or generate modal shifts away from private cars and towards public transport, walking and/or biking. All of these trends will decrease CO2 emissions. Diesel bans will also decrease pollutants such as nitrogen dioxide, nitrogen oxides, PM2.5 and PM10, which have serious health implications.” Source: https://www.itf-oecd.org/policy/internal-combustion-engine-and-diesel-bans Health Benefits “there are over two million car trips every day in Sydney that are less than 2km in length”. With appropriate planning and infrastructure for active and public transport most of these motorised journeys can be made by active transport References: • How Improving Public Transport and Shared Mobility Can Reduce Urban Passenger Emissions (March 2023) “This study assesses policies to reduce private vehicle use and carbon emissions in urban passenger transport. It finds that a two-pronged approach of improving public transport services and creating incentives to increase the use of shared services can effectively reduce emissions.” https://www.itf-oecd.org/reduce-urban-passenger-emissions
12.	Anonymous	I support the Australian Government introducing strong fuel efficiency standards. Australia is one of the only developed countries without fuel emissions standards, which has resulted in car companies prioritising the supply of combustion engine cars in our market, and electric vehicles (EVs) being prohibitively expensive for many people. Australia needs to take strong actions to reduce our greenhouse gas emissions and limit global warming as much possible. The climate emergency continues to worsen and neither Australia nor the world are on track to reduce emissions sufficiently to keep global warming beneath 1.5C, or at most 2C in accordance with the Paris Agreement. We need to minimise greenhouse gas emissions to minimise warming and the flow on catastrophic impact of warming on people, biodiversity, climate and the planet as a whole. Fuel emissions standards are important measures to reduce emissions. Transport contributes around 17% of Australia’s carbon emissions. Without strong emissions standards, structural barriers to reducing emissions will remain, with EVs being too expensive for many people and having limited availability in Australia as manufacturers focus on supplying EVs to markets with far stronger emissions standards. Further, companies are not required, supported and incentivised to transition to cleaner transport options. This also impacts the Australian government’s capacity to meet its carbon emission reduction targets.

		Fuel efficiency standards encouraging EVs will need to be supported by sufficient charging infrastructure, reuse and recycling of existing cars and components as they reach the end of life, and by ensuring the electricity used to power EVs is generated from renewable sources.
13.	Anonymous	With all of the considerations for infrastructure, policy and investment towards our 2050 net zero target it is critical to be cognizant of the particular challenge encountered by the heavy commercial fleet (trucks and buses). Whilst the proposed fuel efficiency standards will definitely benefit the passenger car transition the infrastructure and policy requirements to facilitate the commercial vehicle transition are both unique and significant. As such I request that you engage both directly and through the industry group with the commercial vehicle industry to ensure that any policy and or investment decisions are inclusive of the unique (and often more arduous) requirements of the essential commercial vehicle industry. It is also critical to ensure consistency of regulation and policy across all states and territory to ensure that the transport supply chain is not disrupted or compromised.
14.	Alexander Jeune	I very much support Introducing an Australian fuel efficiency standard that can effectively increase the supply of low and zero emissions vehicles in Australia to reduce emissions, reduce fuel costs, and achieve our net zero target
15.	Anonymous	Australia's new fuel efficiency standards should include a reduction in CO2 emissions to less than 95.1g CO2/km immediately, with a further reduction of at least 55% on current levels by 2030, with zero-emission cars in Australia from 2035 onwards.
16.	Hilary Hebron	Every country needs to reach zero greenhouse gas emissions as soon as possible as we are already way behind schedule on this and already suffering the consequences. Please do not let big business yet again persuade a government to not take the action they know is necessary.
17.	Michael Moylan Childs	Australia should adopt fuel efficiency standard, ASAP, e.g from early 2024. Australia should aim to have the strictest vehicle efficiency standards, so that we can reduce greenhouse gas emissions from transportation, which have been growing rapidly. Have the best fuel efficiency standards, will reduce the amount of oil we have to import, and to put downward pressure on inflation. Electric vehicles when sold new or used, should avoid paying GST to reduce the cost of electric vehicles, which would increase uptake and help reduce Australia's greenhouse gases, and reduce air pollution, and lead to less premature deaths and ill health from air pollution from ICE cars. The cost of electric cars not having to pay GST could be paid for by taxing gas and coal mining more, and offsets used in mining, could be used to make electric cars cheaper. Having world class vehicle effiency standards, will increase uptake of electric vehicles also safer than ICE vehicles may lead to less road deaths, and accidents due to lower centre of gravity and improved safety features in new vehicles and improved braking ability due to regnerative braking. Another reason why Australia should have the strictest or equalist strictest fuely efficency standards, this would encourage more electric vehicles sold in Australia which would mean, Australia would import less oil, help improve our balance of trade. If Vehicle emissions standards improve this will mean more and more electric vehicles than can be run on Australian renewable electricity instead of imported foreign oil. Without strong vehicle emission standards, Australia will continue to import more and more oil, and will not meet its short or medium term climate goals of reducing emissions from transport sector. Fuel effiency standards should be on all vehicles trucks as well as passenger vehicles. Federal government should not give incentives for hydrogen vehicles as they are not efficient and do not help reduce greenhouse gas emissions, and developing the hydrogen fuelling stations is not cost effective.
18.	Anonymous	Regulations need to be tough on pollution – by 2035 all new cars sold should have zero emissions. They need to come into effect quickly because Australia is so far

		behind other countries. The faster electric vehicles are available, the faster a second hand market also becomes available, offering people more affordable cars. Australia is lagging behind the rest of the world when it comes to electric vehicles. More than 80% of cars sold around the world are subject to strict car pollution regulations, which means automakers have to supply electric vehicles and there's more options for everyone. Will you call for Australia to catch up to other markets like the United States, Europe and New Zealand? All new cars sold must have zero emissions by 2035. Vehicle emissions are killing people all around the world and contributing to the climate crisis. And corporations like Toyota continue to put short term profits before people's health and a liveable planet. We can't let Toyota drive the creation of car regulations, so let's show the government that there's massive public support for clean, green cars powered by renewable energy.
19.	Jan Ratcliff	We need to cut emissions as quickly as possible to reduce climate disasters. To do this we need strong fuel efficiency standards. This is an urgent matter. Time to act!
20.	Caroline Leslie	Australia must not become a dumping ground for high-polluting vehicles. It's essential we adopt world-class emission control over all new cars
21.	Christopher John Bath	I recently purchased a Tesla Model 3 because I am passionately concerned about what fossil fuel vehicles are doing to our environment and our health. We cannot allow fossil fuel vehicle manufacturers to continue to sell their polluting vehicles to be sold in Australia. No special credits or compensations should not be considered for these manufacturers can continue selling their polluting vehicles. Please dpo not make any concessions to the likes of the oil industry and the likes of Toyota and BMW, etc who have campained long and loud to kill off EV sales in Australia. We deserve to have access to more affordable EVs as do those in Europe and USA. So, don't allow Australia to be the dumping ground for highly polluting vehicles by making establishing week vehicle emissions standards. We deserve better. Christopher Bath
22.	Lorraine Yudaeff	My concern is that if Australia does not establish firm vehicle emissions rules, we we will become a dumping ground for polluting clunkers that the rest of the world is fast rejecting - if we're not there already. If we're already too late to lead the game, at least let's not be the laggard that has to accept the worst outcome.
23.	Joseph I Fernandez	The consultation paper reports: " Research indicates that vehicle emissions in Australia may cause between 1,715 and 11,105 premature deaths in adults per year and thousands of hospitalisations, potentially many times the typical annual road toll (BITRE 2016, Schofield et al 2017, Walter and Say n.d.)." This is an extremely compelling argument to immediately introduce VERY strong measures to limit vehicle emissions. Norway has shown that a fast transition to EVs can be achieved.

		New Zealand has put in place a Fuel Efficiency Standard, and, as far as we can see the weekend has not ended in New Zealand. The consultation paper refers to: "sale of vehicles Australians love, including utes and 4-wheel drives" This characterisation seems to be misleading - the sales statistics simply reflect the fact that the tax laws favour the purchase of these types of vehicles as shown by studies such as those done by the Australia Institute. Australia is in fact one of the most urbanised countries on the planet and these large SUVs are typically used to ferry children to the local neighbourhood school, to shop at the supermarket or mall, or for a work commute with the driver as the only occupant, not to undertake expeditions that require 4WD. If one takes into account the death toll from the inherent lack of safety of SUVs for both their own occupants and the public at large compared with well designed sedans, and their pollution scores (see note above on death toll from pollution), we could convince the Australian public that we should follow the example of Norway, and the vehicles "that Australians love " would be electric sedans.
24.	Dave Gray	These comments are primarily to argue against the lobbying power of Toyota (and other car manufacturers) and encourage the early implementation of a strong FES with the aim of all new vehicle sales being zero emissions by 2035. Australia (and the world) should not be penalised because Toyota made a bad commercial decision to go with hybrids rather than BEV's. Hybrids have certainly been a popular niche but have played their part and it's now time to move beyond them. If Toyota had put the same amount of money and energy into BEV's, the car market would be very different now. Australia should not be beholden to the lobbying power of a biased, self-interested company or even petrol/diesel car industry. If Toyota hasn't got the vehicle offering to comply with a strong FES, they should pay appropriate penalties until they do. This is best for Australia and the globe. It is not in our best interests to moderate the FES so that it suits Toyota or any other vehicle manufacturer. If they can't supply the appropriate vehicles, others will. Further, Australia has been a laggard in the introduction of a FES and such a standard is a necessary tool for achieving the stated 2030 and 2050 emissions reduction targets. I do not believe that the FES should just be geared to these emission reduction targets. I believe the FES should also be oriented to world best practice so that Australia can continue to reclaim its place as a world leader in the struggle to fix the climate. It's no good trying to be a leader in some areas (such as provision of green energy) and a laggard in others…this only diminishes the international standing of Australia and dilutes the visionary attempts in other areas of emissions reduction. 4. (p 12) Guiding Principles Given that the main aim of a FES is to reduce vehicle emissions, the paramount guiding principle should be just this (ie that stated as 'Effective'). However, this means a manufacturer who sells a relatively high proportion of ICE utes or SUVs should not have the lobbying power to distort the raison d'être of the FES or its effectiveness. The Equitable principle is understandable given the Morrison "ruin the weekend" campaign but a preferable emphasis would be for the FES to subtly educate and encourage the Australian motorist into the adoption of LZEVs and ideally BEVs. The Equitable principle as stated gives too much acceptance to 'need' rather than 'desire'…eg Australians have a desire for large SUVs but not necessarily a need for them. 4.1 (p13) Design Assumptions …Model availability should not be construed to suggest that exact models have to be available for the years ahead. We are in transition and changes are desirable and also inevitable

25.	A.I.	Provision needs to be made for the category of lightweight electric vehicles currently classified as quadricycles in the EU. These vehicles sit between motorbikes and cars and provide 1 or 2 person transport options with a range of up to 180km and short charge times. They are super efficient as they generally weigh <450kg without battery and have efficient motors. Like a motorbike they are super space efficient with most being approx 2.4m long and 1-1.5m wide meaning that they take about 1/4 the space of a standard small passenger vehicle.
26.	Ross Durran	Australia needs more choices of low or zero emission vehicles. But also , new vehicles are currently so expensive. We need to make EVs more affordable than ICE vehicles by about 10-20% , for the same style of vehicle. Then see the migration across to EVs and hybrids. EV affordability is directly related to lithium cell costs. Australia has substantial lithium deposits. We need to stop shipping raw materials to OS carmakers and instead ship car /truck/ aircraft battery assemblies.. Then perhaps the government can provide rebates to ease pricing. Also Australia has companies in the avionic field revolutionising electric motor design (google Kite Magnetics). Lets apply this technology to local EV production and increase the efficiency of EV motors which will increase range . Deakin University has a pilot plant that manufactures carbon fibre. Let's ramp up to commercial sized lines, produce carbon fibre EV components that will and make significant weight reductions that again increase range. Lots we can do. It's just a matter of doing it. Anyone who disagrees with me , please google the Nulka project. Australians most successful military export ever. Protecting naval assets all over the world as we speak.
27.	Anonymous	I strongly support the introduction of a fuel efficiency standard that allows for a rapid growth in the EV market and a subsequent reduction in transport emissions
28.	Abi Bellamkonda	This consultation should account for near-future changes in the industry rather than old news. EVs have zero emissions. However, the electricity they consume has emissions. We need to account for vehicles powered by Solar and other alternative fuels. For instance, there are 2 Solar powered vehicles Aptera Motors (Melbourne factory) and Lightyear. Both are very advanced than people think and in mass production mode. These vehicles can entirely go off-grid, without electric grid dependency. If we say EV are 0 emissions we need to consider solar EVs as negative emissions.
29.	Geoff Hamer	please make sure all new cars sold have zero emissions by 2050
30.	Kevin Harty	Australia is lagging behind the rest of the world when it comes to electric vehicles. More than 80% of cars sold around the world are subject to strict car pollution regulations, which means automakers have to supply electric vehicles and there are more options for everyone. Regulations need to be tough on pollution – by 2035 all new cars sold should have zero emissions. They need to come into effect quickly because Australia is so far behind other countries, and have no loopholes like super credits and off-cycle credits that Toyota could take advantage of. The faster electric vehicles are available, the faster a second hand market also becomes available, offering people more affordable cars. No more loopholes; no listening to greenwash.
31.	Josephine Tobin	Small electric cars on sale in Australia are not small. I want to buy an electric car equivalent to my 2007 Mazda 2. The Nisan Leaf, MG, Hyundai Kona are midsize cars but the smallest, cheapest electric available in Australia and sit beside the latest

		internal combustion vehicles on the car yard forecourts. Sales staff generally prefer to sell internal combustion vehicles.
32.	Bruno Broll-Barone	My name is Bruno Broll-Barone and you can make this submission public. I am writing to call on the Australian government to develop strong, mandatory limits on car pollution without any loopholes. Thank you!
33.	Lukas Friedel	Dear policymakers of Australia. Please make strong Regulations of Car Pollutions. We need a fast cut of the usage of fossil fuels to achieve a safe life for generations to come. Please make this Submission public if needet. With kind regards, Lukas Friedel
34.	Simon FitzGerald	Our choice of EVs is hampered by not having an emissions standard and thus our move to a cleaner environment is delayed. This 8s bad news for all. We need an emissions standard at least as good as Europe and there is no time to waste. The government need to stop procrasting and get on bringing in this standard!
35.	Max Shanahan	To the elected representatives of Australia, According to the Australian government's website, 2% of deaths in 2018 were attributed to air pollution; over 3,200 people. While air pollution is a multi-faceted problem, with such a large annual death toll, and being a known carcinogen, it is imperative that we do all we can to minimise this terrible plight on our lungs and lives. This is why I implore you to bring strong limits on the polluting nature of cars sold in Australia. We need greener cars, and we need the companies that make them to ensure their products are not damaging the air that we all breathe. When you are considering what regulations should be placed on vehicles, please consider the damage that air pollution is doing to our cardiac and respiratory health; the air our children breathe could leave them with health issues all their lives. I wish you well in the decisions to be made ahead. Yours, Max Shanahan
36.	Dennis Black	Please do not follow the "dinosaurs", give non polluting technology a chance!
37.	Debbie Berg	I drive an electric car. I feel like all cars should be electric as soon as possible to save the planet from the climate crisis
38.	Jordy Shute	The Australian government must force the Toyota corporation to curb pollution in the production of its automobiles. In addition, it is absolutely essential that the government phase out petrol cars as quickly as possible to reduce greenhouse gas emissions.
39.	Dana Snell	Hello, I applaud your recent efforts to enact pollution limits on cars. This will help my daughter's future and clean the air for Australians, reducing premature deaths and healthcare costs. But these regulations will only work if they are strong. Regulations need to be tough on pollution – by 2035 all new cars sold should have zero emissions. They need to come into effect quickly because Australia is so far behind other countries, and have no loopholes like super credits and off-cycle credits that Toyota (who I have read is currently engaged in an aggressive lobbying campaign) could take advantage of. The faster electric vehicles are available, the

		faster a second hand market also becomes available, offering people more affordable cars. Australia is lagging behind the rest of the world when it comes to electric vehicles. More than 80% of cars sold around the world are subject to strict car pollution regulations, which means automakers have to supply electric vehicles and there's more options for everyone. Will you call for Australia to catch up to other markets like the United States, Europe and New Zealand? My comments can be made public. Thank you,
40.	mike knight	Based on FCAI misleading and deceitful approach to this issue as outlined in "The FCAI and Australian Climate Policy" I recommend their input be dismissed completely. The solution should be simple. 1. Australia's target for 2030 is the same as 2030 EU target - 59 g CO2/km for passenger cars and 101.4 g CO2/km for Light Commercial Vehicles. 2. The gap from our current standard to the 2030 EU standard be achieved in 6 equal steps to 30th June 2030. 3. At each step any manufacturers' vehicle emissions that have in aggregate exceeded the prior year target shall exclude their highest emission vehicles from future sale such that their new year starts as the prior year should have ended. 4. Government regulation will be needed to ensure: a. Fuel retailers will offer EU standard petrol and diesel from 1st July 2024 and importers will ensure fuel volumes will be adequate. b. Vehicle imports do not create un-marketable inventory. c. Manufacturers will continue to honour warranty obligations and parts availability for 10 years. This will create incentives for manufacturers to promote sales of lower emission vehicles from 1st July 2024. Nothing more nor less is needed. All manufacturers, and related businesses operating in Australia will have equal opportunity many years to prepare. Mike Knight
41.	Anonymous	I think fuel efficient standards are a wonderful start. I would also like to see some regulating of those oversized "yank tanks" that are becoming more common in our cities. The fact that you can buy those and drive them in suburban streets with a class C license is insane. They are dangerous and waste fuel in those kinds of settings. I accept for some people they have a use like towing horses interstate, but they have no place in the suburbs, and will be the start of some terrible fatalities as they are too big to see children and even adults, and they use a lot of fuel to do so.
42.	Bernie McComb	Isn’t it shameful to continue to waste time with yet another review here? Isn’t it enough to be in lonely company with Russia for not having tailpipe emission standard? Does USA method make any sense at all? Please adopt Euro6 so brands obliged to balance many ZEVs for each big diesel sold and/ or big fines for non-compliance. Please just get on with it, with real integrity.

43.	Vanessa	To the Department of Infrastructure, Transport, Regional Development, Communications and the Arts, Introducing Australian fuel efficiency standards is urgent. I am currently waiting 1.5 years for a hybrid vehicle from Toyota because Australia hasn't got supply. However, it's a timeframe I'm reluctantly willing to take as I don't want to drive a high polluting vehicle any longer and I know it will take pressure off of our family budget in the long run with much lower running costs. Introducing an Australian fuel efficiency standard can increase the supply of low and zero emissions vehicles in Australia to reduce emissions, reduce fuel costs, and achieve our net zero target. The transport sector makes up 19% of Australia's emissions, and is projected to be the largest source of emissions by 2030. On average, passenger cars in Australia emit 40% more carbon than cars in the European Union, 20% more than the US and 15% more than New Zealand. Australia is one of the last industrialised countries to develop a fuel efficiency standard. Australians are getting left behind as the world moves to cleaner cars and are paying more at the bowser as a result. Over 85% of cars sold worldwide are covered by a fuel efficiency standard including in the United States, the European Union, New Zealand, China, India and many more. The response to the National Electric Vehicle Strategy consultation was clear, without a fuel efficiency standard, there is no requirement for global vehicle manufacturers to send their best fuel saving technology to Australia, including high efficiency internal combustion engine technology, hybrids and electric vehicles (EVs). The lack of proper incentives also means that the plug-in hybrids and EVs supplied to Australia can also be more expensive. As a result, fewer low emissions vehicles flow to the used car market where around 70% of Australians purchase their vehicles. A fuel efficiency standard in Australia will lower emissions and improve consumer choice, and Australians will still be able to access the vehicles they need, from hatches to 4-wheel drives, utes to vans. A fuel efficiency standard will increase consumer choice of more efficient petrol and diesel engines, hybrids, and more affordable plug-in hybrids and battery EV options. Yours truely,
44.	Patricia Wilkinson	I fully support the adoption of fuel efficiency standards which will not be able to be subverted by commercial interests
45.	Kristen Blundy	Australia must not become the dumping ground for Petrol cars. We must all move to electric as soon as possible. Even 2035 is too late!!
46.	Emmanuelle Holmes	Australia's new fuel efficiency standards should include a reduction in CO2 emissions to less than 95.1g CO2/km immediately, with a further reduction of at least 55 percent on current levels by 2030, with zero-emission cars in Australia from 2035 onwards. Thank you
47.	lewis gustav	please ban gas powered vehicles- or at least place restrictions on how much emissions they produce, and place a monthly or yearly tax on those that continue to use them. we must all now drive/own electric vehicles

48.	Anonymous	The World is dying because of our actions, do do the correct thing please
49.	Rod Fletcher	Australia has been dragging the chain in most respects of climate action for decades, it is time for strong action. Stop the genocide! (Current Government mining policy is failing) As a keen walker and cyclist, I have been forced to endure our inadequate air pollution standards for decades. Some of us have taken responsible action: eg. 2 children, energy efficient homes, limited travel, etc. Fuel efficiency standards at least as stringent as those of Europe are a small step which will benefit all Australians
50.	Kevin Pane	Response to Fuel Efficiency Standard Consultation Paper To the Infrastructure Department, Thank you for the opportunity to make a submission to the Fuel Efficiency Standards Consultation Paper. Please see my responses to the consultation areas below: Guiding Principles We are starting further behind any other country and we will need to go hard to catch up with the rest of the world. We need to be Euro 7 like Europe. This will be so that we can be with the Governments commitment to the Paris Agreement and a 1.5C trajectory. The data of the CO2 emissions needs to be linked with the overall CO2 reductions. The cost-of-living and the effects on consumers must be mentioned in the discussion paper. It also must include the health benefits of getting out of fossil fueled vehicles. The energy for charging EV s needs to come from renewables so that it is clean and helping to meet the Paris Agreement and a 1.5C trajectory. FES Design: Starting emissions level limit & approach / Adjustments of limit level / Multiple targets / When should a FES start? The fuel emission standard on July 1, 2024 must factor in reaching 0g of CO2/km no later than 2035. The strength of the fuel emission standard should be the same as London and 10% stronger than that level. There should be one standard for all light vehicle classes (cars, light and heavy SUVs, and Light Commercial Vehicles). The "curve" should be a linear approach to de-carbonisation. These targets should be set 5 years in advance and the Standard should be reviewed every 2 years. Super credits (Multipliers for LZEVs) The Australian fuel emission standard should not include multiplier credits (super credits). As super credits are dodgy accounting that makes no real-world emissions reductions. Super credits are for innovative technologies - Hybrids, plug-in hybrids and EVs are no longer "innovative technologies". These "innovative technologies" have been around for far too long, decades. Mot super credits will be phased out by 2024 in the US - this is he same time we will likely be starting our own scheme. If we do include super credits they should be for "innovative technologies, such as EVs under the $40,000 AUD mark and EV utes which are still in their infancy globally, Consider including vehicles with a significant portion o the componentry

		made within Australia. Have public data regarding the portion of emissions abatement for each automaker. Be capped, apply at a rate of less than 1.5 per vehicle and be phased out after 3 years. Other comments: Not much is said about the health cost to the individual or the Federal Government by not going out for 100% EVs.
51.	Paul Savi	Response to Fuel Efficiency Standard Consultation Paper To the Infrastructure Department, Thank you for the opportunity to make a submission to the Fuel Efficiency Standards Consultation Paper. Please see my responses to the consultation areas below: Guiding Principles In addition to the principles already suggested by Government, we need to add the following: Ambition We're starting from further behind (over a decade behind the EU) and will need to go hard to catch up with the rest of the world At the bare minimum, needs to be in line with the Government's commitment to the Paris Agreement and a 1.5C trajectory We need to at least match(if not exceed) New Zealand's Integrity Data transparency – in the control of the public, linked to overall CO2 reductions Equity Cost-of-living and the effects on consumers are not mentioned in the discussion paper. Delaying the benefits of EVs and fuel-efficient vehicles to consumers will mean they are paying more for fuel and maintenance in the short term Any FES should reduce spending on fuel for consumers over time Clean energy The energy charging up EVs needs to be clean, so the electrification of our vehicle fleet needs to match the grid becoming renewable FES Design: Starting emissions level limit & approach / Adjustments of limit level / Multiple targets / When should a FES start? Time: Starting on July 1st, 2024. Reaching 0g CO2/km no later than 2035. Strength: At a minimum, starting at New Zealand's emissions ceiling, but preferably 10% stronger than that level. Catch up with other countries by meeting the CO2 emissions ceiling of the country with the lowest (best) ceiling, with a strong preference for beating the ceiling of that country by 10%. Complexity:

		One Standard for ALL light vehicle classes (cars, light and heavy SUVs, and Light Commercial Vehicles). The “curve” should be a linear approach. Adjustments: Targets should be set 5 years in advance. The Standard should be reviewed every 2 years. Super credits (Multipliers for LZEVs) Absulutely NOT!!! An Australian FES should not include multiplier credits (super credits). Super credits are dodgy accounting that makes no real-world emissions reduction. Super credits are for “innovative technologies” – Hybrids, plug-in hybrids and EVs are no longer “innovative technologies” as they have been around for decades. Most super credits will be phased out by 2024 in the US – this is the same time we will likely be starting our own scheme. If we do include super credits, they should: Be for “innovative technologies”, such as EVs under the $35,000 AUD mark, and EV utes which are still in their infancy globally, Consider including vehicles with a significant portion of their componentry made within Australia. Have public data regarding the portion of emissions abatement for each automaker. Be capped, apply at a rate of less than 1.5 per vehicle, and be phased out after 3 years. Other comments: It is imperative that we seize this opportunity to establish a meaningful FES that will stand up to scrutiny and achieve its stated goals. Here's our last chance to overturn the negative inaction of the previous government - let's not stuff it up - for the sake of our grandchildren. Request for submission to be kept confidential?: No, I'm happy for my submission to be published on the Government's website
52.	Joe Lenzo	Response to Fuel Efficiency Standard Consultation Paper To the Infrastructure Department, Thank you for the opportunity to make a submission to the Fuel Efficiency Standards Consultation Paper. Please see my responses to the consultation areas below: Guiding Principles FES Design: Starting emissions level limit & approach / Adjustments of limit level / Multiple targets / When should a FES start? What should Australia’s CO2 FES target be? Should align with most stringent in the world. start strong, effective in six month, they are already producing these cars just not sending them her. we get the cares that fail emissions tests.

		Should an Australian FES adopt two emissions targets for different classes of vehicles? NO Super credits (Multipliers for LZEVs) Super credits are dodgy accounting that makes no real-world emissions reduction. Ranki9ng right up there with carbon credits. Other comments: Get on with it.
53.	Margaret Fisher	Response to Fuel Efficiency Standard Consultation Paper To the Infrastructure Department, Thank you for the opportunity to make a submission to the Fuel Efficiency Standards Consultation Paper. Please see my responses to the consultation areas below: Guiding Principles I think that we should definitely consider the serious detrimental health impacts (both cost and impacts to individuals) of not introducing strong enough targets. We start from behind most of the rest of the world, and one principle should be to catch up, or surpass, the rest of the world. We could continue to be a dumping ground if we allow ourselves to continually drag behind. FES Design: Starting emissions level limit & approach / Adjustments of limit level / Multiple targets / When should a FES start? FES should cover all light vehicle classes. We should be able to lower the target ceiling if/as technology improves Super credits (Multipliers for LZEVs) They are being phased out in other areas so probably not the answer. They can be used as accounting tricks, and do lead to real emissions. Other comments: I have been waiting for many years to buy an EV, and to clean up the air we breathe. I'm very, very, sad that we are so far behind the rest of the world. Lets catch up quickly.
54.	Jon Fuller	Response to Fuel Efficiency Standard Consultation Paper To the Infrastructure Department, Thank you for the opportunity to make a submission to the Fuel Efficiency Standards Consultation Paper. Please see my responses to the consultation areas below: Guiding Principles In addition to the principles outlined here are suggested additional principles: Ambition We’re starting from further behind (over a decade behind the EU) and will need to go hard to catch up with the rest of the world

		At the bare minimum, needs to be in line with the Government's commitment to the Paris Agreement and a 1.5C trajectory Integrity Data transparency – in the control of the public, linked to overall CO2 reductions Clean energy The energy charging up EVs needs to be clean, so the electrification of our vehicle fleet needs to match the grid becoming renewable FES Design: Starting emissions level limit & approach / Adjustments of limit level / Multiple targets / When should a FES start? In terms of the FES design, the following is recommended on top of the current proposal. Time: Starting on July 1st, 2024. Reaching 0g CO2/km no later than 2035. Strength: At a minimum, starting at New Zealand's emissions ceiling, but preferably 10% stronger than that level, as they have already ahead. Catch up with other countries by meeting the CO2 emissions ceiling of the country with the lowest (best) ceiling, with a strong preference for beating the ceiling of that country by 10%. Complexity: One Standard for all light vehicle classes (cars, light and heavy SUVs, and Light Commercial Vehicles). The "curve" should be a linear approach. Adjustments: Targets should be set 5 years in advance. The Standard should be reviewed every 2 years. Super credits (Multipliers for LZEVs) With regards to Super Credits: An Australian FES should not include multiplier credits (super credits), as they are for "innovative technologies" – Hybrids, plug-in hybrids and EVs which are no longer "innovative technologies" as they have been around for decades. Most super credits will be phased out by 2024 in the US – this is the same time we will likely be starting our own scheme. If we do include super credits, they should: Be for "real innovative technologies", such as EVs under the $40,000 AUD mark, and EV utes which are still in their infancy globally. They should: Consider including vehicles with a significant portion of their componentry made within Australia. Have public data regarding the portion of emissions abatement for each automaker. Be capped, apply at a rate of less than 1.5 per vehicle, and be phased out after 3 years. Other comments:

		The proposed scheme is years late and the current Government should be applauded for their commitment but must waste NO time in moving forward.
55.	Walter Kaan	Response to Fuel Efficiency Standard Consultation Paper To the Infrastructure Department, Thank you for the opportunity to make a submission to the Fuel Efficiency Standards Consultation Paper. Please see my responses to the consultation areas below: Guiding Principles Australia is once again behind in our thinking and implementation of worthwhile technological change. It is a constant humiliation for Australians perpetrated by decisions made by politicians without wisdom or compassion. It is clear that we must move away from fossil fuels and a swift and effective transition to efficient modes of transport is a significant part of this. Electric vehicles, although they are not neutral, will become more so as time moves on. Any FES needs to factor that there is no future without some kind of effective controls on fossil fuel usage. FES Design: Starting emissions level limit & approach / Adjustments of limit level / Multiple targets / When should a FES start? With a low target, there will be a lower achievement. Do we want always to be the uninspiring youngster in a world that is moving slowly anyway? An ambitious target is essential. Zero CO2 production by 2035 is achievable. Let us inspire ourselves to be achievers here! The only reasonable target is for Australia to be the nation that others aspire to emulate. Our current course is for us all to be embarrassed in the future, embarrassed about our lack-lustre performance. Let's make history by shining instead. Super credits (Multipliers for LZEVs) Super credits bring nothing to the table, are being phased out even in the USA, and should not be considered here. Other comments: Right now we are making history. Will our children remember us as the nation that did nothing while the world burns? It has never been more urgent. Politicians' legacy to the world will be reviewed. Time for timid responses is now past. Let's do something that the future will applaud as insightful, wise and compassionate.
56.	Palaniappan Subra	Response to Fuel Efficiency Standard Consultation Paper To the Infrastructure Department, Thank you for the opportunity to make a submission to the Fuel Efficiency Standards Consultation Paper. Please see my responses to the consultation areas below: Guiding Principles Ambition We’re starting as Last among the (over a decade behind the EU) developed countries,really dumping ground of most inefficient cars in the World and will need to go real hard atleast now to catch up with the rest of the world. At the bare

		minimum, needs to be in line with the Government's commitment to the Paris Agreement and a 1.5C trajectory Integrity Data transparency with the public knowing regularly CO2 reductions achieved. Cost-of-living and the effects on consumers are not mentioned in the discussion paper. Delaying the benefits of EVs and fuel-efficient vehicles to consumers will mean they are paying more for fuel and maintenance in the short term.Any FES should reduce spending on fuel for consumers over time Clean energy The energy charging up EVs needs to be clean, so the electrification of our vehicle fleet needs to match the grid becoming renewablel FES Design: Starting emissions level limit & approach / Adjustments of limit level / Multiple targets / When should a FES start? Timeline:This should be starting no later than July 1st, 2024 and be progressed to be reaching 0g CO2/km no later than 2035. Level: At a minimum, starting at 10% stronger than New Zealand's emissions ceiling with reason explained in guiding principles. Ban most polluting most popular 91 petrol due for years as E10 now available everywhere for almost same price, less pollution & less import. Stop well known loopholes: Stop donor lobby wish list that weakens standard for SUVs that has no logic as it is most common vehicle now. One Standard for all light vehicle classes (cars, light and heavy SUVs, and Light Commercial Vehicles). Adjustments: Targets should be set 5 years in advance. The Standard should be reviewed every 2 years Super credits (Multipliers for LZEVs) No, already late,dont weaken it with dodgy accounting loophole. Australian FES should not include multiplier credits as no real-world emissions reduction. Super credits are for "innovative technologies" – Hybrids, plug-in hybrids and EVs are no longer "innovative technologies" as they have been around for decades. Most super credits will be phased out by 2024 in the US – this is the same time we will likely be starting our own scheme. If we do include super credits, they should: Be for "innovative technologies", such as EVs under the $40,000 AUD mark, and EV utes which are still in their infancy globally, Consider including vehicles with a significant portion of their componentry made within Australia. Have public data regarding the portion of emissions abatement for each automaker. Be capped, apply at a rate of less than 1.5 per vehicle, and be phased out after 3 year Other comments: Please stop M$ donor lobby dictating on FES. Australia is already last dveloped country and used as dumping ground of inefficient cars. EVs cost more and have less features. We are at forefront ofClimate change impacts whether 2019 Na lino bushfires or 2022 flooding and pay huge price in life, lifestyle, economy,jobs,tourism. Better late than weak or no FES
57.	David Smith	Response to Fuel Efficiency Standard Consultation Paper

To the Infrastructure Department,

Thank you for the opportunity to make a submission to the Fuel Efficiency Standards Consultation Paper.

Please see my responses to the consultation areas below:

Guiding Principles

Congratulations that as a national government you are prepared to do something about our transport emission standards. These standards have to be strong standards, similar to those of the EU - with no loopholes that the fossil fuel car industry will definitely try to escape through. They also have to be strong because we are starting well behind other, especially developed countries of the EU, Scandinavia and Japan. They have to be strong because at the moment many of our vehicles, particularly the aging trucks forming much of our supply chains could not be registered in most other developed countries - except Russia!! Currently, engineering research would claim 85% of the energy created from fossil fuel that goes into petrol cars escapes as heat into our atmosphere.

Unlike EVs, cars fuelled by fossil fuels are powered by one of the most inefficient engine systems.

Any Standards must carry heavy penalties for any breaches - penalties that will really prevent car manufacturers from breaching - and information related to both evidence of the impact of the standards in reducing emissions and media reports shaming those breaching should be easily accessible public knowledge.

There are serious equity implications in imposing the Standards. It will be the poor and disadvantaged who will be affected most and who will find it most difficult to replace their old vehicles. The Australian

government must provide means-tested subsidies, as has occurred in other countries, for those disadvantaged, to help them to purchase replacement vehicles, preferably EVs. As the number of EVs increase there must also be investment in increasing significantly the number of fast charging stations, across Australia in cities but particularly in regional and remote areas. Petrol station owners selling fossil fuels will be impacted also. Consideration should be given to subsidising/supporting small business owners [as opposed to those stations of fossil fuel companies] to replace fossil fuel pumps with renewable electric fast chargers. Finally, the uptake of EVs has significant implications for increased need for renewable energy production. Government with the corporate sector need to work together to achieve increased investment in renewable energy infrastructure and all the other things identified in this submission. As government, you should also consider the great advantages in building EVs here in Australia. We have the land, the raw materials for a strong battery technology, the skills, and entrepreneurs/investors.

Again, I congratulate you on your initiative to clean up the 20% of our emissions from transport and urge a strong Standard that has teeth and meaningful $ penalties, that can go towards supporting these initiatives ,for anyone breaching the Standards.

EVs are now very affordable - especially warranted imported second-hand vehicles. As an EV driver of some 12 years, I say, 'Anyone who can afford an EV and isn't driving one is crazy! I have a big smile on my face every time I drive past a petrol station!astructure

FES Design: Starting emissions level limit & approach / Adjustments of limit level / Multiple targets / When should a FES start?

The more restrictive Standards should be phased in beginning in July 2024. This should be preceded by warnings that except in special circumstances no vehicle more than 10 years old will be be able to be registered after July 2024. The strong objective should be that Australia reaches zero CO2 emissions no later than 2035.

		Targets should be set 3 years in advance. Impacts on emissions should be evaluated every two years. The phasing could begin in 2024 with NZ's emissions ceiling and gradually strengthen over the next ten years to 0 by 2035. The Standards MUST apply to EVERY vehicle class - including utes and particularly to the aged truck fleets. Super credits (Multipliers for LZEVs) There should be no super credits in the FES. As has been witnessed in other programs, super credits are just dodgy ways of false accounting that has absolutely no impact on emissions - witness the millions of dollars given to landholders for not clearing land that either was never going to be cleared or was unusable for farming! If credits were to be provided they should only be for: * investment/development in EV building in Australia - for quality EVs at prices competitive with overseas imports - 'an Australian family EV' [c.f., Holden of the 1950s] * investment/development in infrastructure that facilitates movement towards achieving the Standards goals [e.g., equipping fossil fuel service stations with fast chargers; * Investment/development of technology that accurately measures the demonstrable increasing impact of the FES and provides it transparently and publicly.
58.	John Pettit	Response to Fuel Efficiency Standard Consultation Paper To the Infrastructure Department, Thank you for the opportunity to make a submission to the Fuel Efficiency Standards Consultation Paper. Please see my responses to the consultation areas below: Guiding Principles In addition to the principles the Government has already suggested, additional principles should include: Ambition We’re starting from further behind (over a decade behind the EU) and will need to go hard to catch up with the rest of the world At the bare minimum, needs to be in line with the Government’s commitment to the Paris Agreement and a 1.5C trajectory. Integrity Data transparency – in the control of the public, linked to overall CO2 reductions. Equity Cost-of-living and the effects on consumers are not mentioned in the discussion paper. Delaying the benefits of EVs and fuel-efficient vehicles to consumers will mean they are paying more for fuel and maintenance in the short term Any FES should reduce spending on fuel for consumers over time. Clean energy The energy charging up EVs needs to be clean, so the electrification of our vehicle fleet needs to match the grid becoming renewable. FES Design: Starting emissions level limit & approach / Adjustments of limit level / Multiple targets / When should a FES start?

		Suggested FES design comonents should include: Time: Starting on July 1st, 2024. Reaching 0g CO2/km no later than 2035. Strength: At a minimum, starting at New Zealand's emissions ceiling, but preferably 10% stronger than that level. Catch up with other countries by meeting the CO2 emissions ceiling of the country with the lowest (best) ceiling, with a strong preference for beating the ceiling of that country by 10%. Complexity: One Standard for all light vehicle classes (cars, light and heavy SUVs, and Light Commercial Vehicles). The "curve" should be a linear approach. Adjustments: Targets should be set 5 years in advance. The Standard should be reviewed every 2 years. Super credits (Multipliers for LZEVs) No, an Australian FES should not include multiplier credits (super credits).
59.	Phillip Baron	Response to Fuel Efficiency Standard Consultation Paper To the Infrastructure Department, Thank you for the opportunity to make a submission to the Fuel Efficiency Standards Consultation Paper. Please see my responses to the consultation areas below: Guiding Principles In addition to the principles the Government has already suggested, here are suggested additional principles: Ambition We're starting from further behind (over a decade behind the EU) and will need to go hard to catch up with the rest of the world At the bare minimum, needs to be in line with the Government's commitment to the Paris Agreement and a 1.5C trajectory Integrity Data transparency – in the control of the public, linked to overall CO2 reductions Equity Cost-of-living and the effects on consumers are not mentioned in the discussion paper. Delaying the benefits of EVs and fuel-efficient vehicles to consumers will mean they are paying more for fuel and maintenance in the short term Any FES should reduce spending on fuel for consumers over time Clean energy The energy charging up EVs needs to be clean, so the electrification of our vehicle fleet needs to match the grid becoming renewable

FES Design: Starting emissions level limit & approach / Adjustments of limit level / Multiple targets / When should a FES start?

Time:

Starting on July 1st, 2024. Reaching 0g CO2/km no later than 2035.

Strength:

At a minimum, starting at New Zealand's emissions ceiling, but preferably 10% stronger than that level.

Catch up with other countries by meeting the CO2 emissions ceiling of the country with the lowest (best) ceiling, with a strong preference for beating the ceiling of that country by 10%.

Complexity:

One Standard for all light vehicle classes (cars, light and heavy SUVs, and Light Commercial Vehicles).

The "curve" should be a linear approach.

Adjustments:

Targets should be set 5 years in advance.

The Standard should be reviewed every 2 years.

Super credits (Multipliers for LZEVs)

No, an Australian FES should not include multiplier credits (super credits).

Super credits are dodgy accounting that makes no real-world emissions reduction.

Super credits are for "innovative technologies" – Hybrids, plug-in hybrids and EVs are no longer "innovative technologies" as they have been around for decades.

Most super credits will be phased out by 2024 in the US – this is the same time we will likely be starting our own scheme.

If we do include super credits, they should:

Be for "innovative technologies", such as EVs under the $40,000 AUD mark, and EV utes which are still in their infancy globally.

Consider including vehicles with a significant portion of their componentry made within Australia.

Have public data regarding the portion of emissions abatement for each automaker.

Be capped, apply at a rate of less than 1.5 per vehicle, and be phased out after 3 years.

Other comments:

There needs to be incentives to accelerate the trucking industry to electric vehicles

Last mile deliveries are currently transported in small to medium gas gusting toxic diesel trucks. Last mile deliveries include: consumer items to residences, garbage & recycling collection, trucking from warehouses to stores within cities, city bus services etc.

Intercity transport is also mainly by large diesel trucks, there is very limited rail transport in Australia none is electric.

The above transport systems are responsible for around 38% of vehicle pollution and carbon dioxide emissions yet represent only 4% of the Australian vehicle fleet. (From:The Electric Vehicle Council (EVC) and the Australian Trucking Association (ATA) - Electric trucks: Keeping shelves stocked in a net zero world).

		Incentives could include measures such as moving the 5 year instant asset tax write off over to electric trucks or converted diesel to electric trucks, while returning the write off for ICE trucks to the usual 10% asset tax write off per annum over 10 years. Unless diesel transport is electrified urgently Australia is unlikely to meet its carbon dioxide reduction targets by 2030. Disincentives for oversized utility vehicles. For the oversized diesel utes such as Chrysler RAM, GM Silverado and Ford F 150 there needs to a tare vehicle weight tax penalty so these vehicles do not clog our roads and kill pedestrians. In the USA these vehicles are a leading cause of death for children.
60.	Judith Bossard	Response to Fuel Efficiency Standard Consultation Paper To the Infrastructure Department, Thank you for the opportunity to make a submission to the Fuel Efficiency Standards Consultation Paper. Please see my responses to the consultation areas below: Guiding Principles Implementing a strong Fuel Efficiency Standard (eg NZ) would reduce the current level of vehicle pollution, encourage the uptake of EVs, bring Australia into line with our Government's commitment to the Paris Agreement and a 1.5C trajectory and start Australia on the pathway to following the EU's example (currently a decade behind the EU). FES Design: Starting emissions level limit & approach / Adjustments of limit level / Multiple targets / When should a FES start? Australia's FES should start as soon as possible eg. July 1st, 2024 and be designed to reach 0g CO2/km no later than 2035. It should be designed to catch up with other countries by meeting the CO2 emissions ceiling of the country with the lowest (best) ceiling, with a strong preference for beating the ceiling of that country by 10%. There should be ONE Standard for all light vehicle classes (cars, light and heavy SUVs, and Light Commercial Vehicles). No exceptions. Targets should be set 5 years in advance with a review every 2 years. Super credits (Multipliers for LZEVs) An Australian FES should not include multiplier credits (super credits) as this enables dodgy accounting and would include the current so-called "innovative technologies" which have been around for decades. It should only include REAL innovative technologies currently in their infancy eg. EVs under the $40,000 AUD mark, and EV utes. Australian-made vehicles or vehicles with a significant portion of their componentry made within Australia could initially be given favourable credits to kickstart car manufacture here (say for 3-5 years). Other comments: To further encourage the uptake of EVs, the roll-out of fast charging stations MUST be a priority. Many Australians are hesitant about buying an EV because there are far too few recharging stations within a short distance of home or at regularly located sites for longer distance travel. Home-owned chargers are far too expensive for the average Australian.

		Some shopping centres & service stations with a suitable area for an associated coffee stop could be encouraged to install charging stations with an initial financial incentive. Australia can do this if our government is genuinely committed to reducing CO2 emissions.
61.	Thurston Darcy	Response to Fuel Efficiency Standard Consultation Paper To the Infrastructure Department, Thank you for the opportunity to make a submission to the Fuel Efficiency Standards Consultation Paper. Please see my responses to the consultation areas below: Guiding Principles The principals need to highlight that we should exceed the Paris agreement, without the use of dodgy "credits". The grid needs to be improved significantly with more renewable energy generation and storage so that we're not powering EV's with fossil fuel energy. FES Design: Starting emissions level limit & approach / Adjustments of limit level / Multiple targets / When should a FES start? Time: Starting on July 1st, 2024. Reaching 0g CO2/km no later than 2035. Strength: At a minimum, starting at New Zealand's emissions ceiling, but preferably 10% stronger than that level. Catch up with other countries by meeting the CO2 emissions ceiling of the country with the lowest (best) ceiling, with a strong preference for beating the ceiling of that country by 10%. Complexity: One Standard for all light vehicle classes (cars, light and heavy SUVs, and Light Commercial Vehicles). The "curve" should be a linear approach. Adjustments: Targets should be set 5 years in advance. The Standard should be reviewed every 2 years. Super credits (Multipliers for LZEVs) No, an Australian FES should not include multiplier credits (super credits). Super credits are dodgy accounting that makes no real-world emissions reduction. Super credits are for "innovative technologies" – Hybrids, plug-in hybrids and EVs are no longer "innovative technologies" as they have been around for decades. Most super credits will be phased out by 2024 in the US – this is the same time we will likely be starting our own scheme. If we do include super credits, they should: Be for "innovative technologies", such as EVs under the $40,000 AUD mark, and EV utes which are still in their infancy globally,

		Consider including vehicles with a significant portion of their componentry made within Australia. Have public data regarding the portion of emissions abatement for each automaker. Be capped, apply at a rate of less than 1.5 per vehicle, and be phased out after 3 years. Other comments: Work should be done with the Victoria state government to repeal the EV Road users tax, it is a hindrance to uptake and stands in the way of progression.
62.	Hugh Anderson	Response to Fuel Efficiency Standard Consultation Paper To the Infrastructure Department, Thank you for the opportunity to make a submission to the Fuel Efficiency Standards Consultation Paper. Please see my responses to the consultation areas below: Guiding Principles In addition to the principles the Government has already suggested, here are suggested additional principles: Ambition. We're starting from further behind (over a decade behind the EU) and will need to go hard to catch up with the rest of the world At the bare minimum, needs to be in line with the Government's commitment to the Paris Agreement and a 1.5C trajectory Integrity. Data transparency – in the control of the public, linked to overall CO2 reductions Equity. Cost-of-living and the effects on consumers are not mentioned in the discussion paper. Delaying the benefits of EVs and fuel-efficient vehicles to consumers will mean they are paying more for fuel and maintenance in the short term Any FES should reduce spending on fuel for consumers over time Clean energy. The energy charging up EVs needs to be clean, so the electrification of our vehicle fleet needs to match the grid becoming renewable FES Design: Starting emissions level limit & approach / Adjustments of limit level / Multiple targets / When should a FES start? Time: Starting on July 1st, 2024. Reaching 0g CO2/km no later than 2035. This should be more ambitious than the overall emissions reductions target. We could easily hit 100% reduction in this timeframe. Strength: At a minimum, starting at New Zealand's emissions ceiling, but preferably 10% stronger than that level. Catch up with other countries by meeting the CO2 emissions ceiling of the country with the lowest (best) ceiling, with a strong preference for beating the ceiling of that country by 10%. Complexity:

		One Standard for all light vehicle classes (cars, light and heavy SUVs, and Light Commercial Vehicles). The “curve” should be a linear approach. The scheme cannot leave out ambitions for public transport and industrial vehicles. Scrap any fuel subsidies for major polluters and redirect the funds to lower income and coutry people to purchase EV's. Adjustments: Targets should be set 5 years in advance. The Standard should be reviewed every 2 years. Super credits (Multipliers for LZEVs) No, an Australian FES should not include multiplier credits (super credits). Super credits are dodgy accounting that makes no real-world emissions reduction. Super credits are for “innovative technologies” – Hybrids, plug-in hybrids and EVs are no longer “innovative technologies” as they have been around for decades.
63.	Dogan Ozkan	Response to Fuel Efficiency Standard Consultation Paper To the Infrastructure Department, Thank you for the opportunity to make a submission to the Fuel Efficiency Standards Consultation Paper. Please see my responses to the consultation areas below: Guiding Principles We’re starting from further behind (over a decade behind the EU) and will need to go hard to catch up with the rest of the world At the bare minimum, needs to be in line with the Government’s commitment to the Paris Agreement and a 1.5C trajectory Integrity Data transparency – in the control of the public, linked to overall CO2 reductions Equity Cost-of-living and the effects on consumers are not mentioned in the discussion paper. Delaying the benefits of EVs and fuel-efficient vehicles to consumers will mean they are paying more for fuel and maintenance in the short term Any FES should reduce spending on fuel for consumers over time Clean energy The energy charging up EVs needs to be clean, so the electrification of our vehicle fleet needs to match the grid becoming renewable FES Design: Starting emissions level limit & approach / Adjustments of limit level / Multiple targets / When should a FES start? Starting on July 1st, 2024. Reaching 0g CO2/km no later than 2035. Strength: At a minimum, starting at New Zealand’s emissions ceiling, but preferably 10% stronger than that level.

		Catch up with other countries by meeting the CO2 emissions ceiling of the country with the lowest (best) ceiling, with a strong preference for beating the ceiling of that country by 10%. Complexity: Oe Standard for all light vehicle classes (cars, light and heavy SUVs, and Light Commercial Vehicles). The “curve” should be a linear approach. Adjustments: Targets should be set 5 years in advance. The Standard should be reviewed every 2 years. Super credits (Multipliers for LZEVs) No, an Australian FES should not include multiplier credits (super credits). Super credits are dodgy accounting that makes no real-world emissions reduction. Super credits are for “innovative technologies” – Hybrids, plug-in hybrids and EVs are no longer “innovative technologies” as they have been around for decades. Most super credits will be phased out by 2024 in the US – this is the same time we will likely be starting our own scheme. If we do include super credits, they should: Be for “innovative technologies”, such as EVs under the $40,000 AUD mark, and EV utes which are still in their infancy globally, Consider including vehicles with a significant portion of their componentry made within Australia. Have public data regarding the portion of emissions abatement for each automaker. Be capped, apply at a rate of less than 1.5 per vehicle, and be phased out after 3 years.
64.	Neale Abbott	To the Infrastructure Department, Thank you for the opportunity to make a submission to the Fuel Efficiency Standards Consultation Paper. Please see my responses to the consultation areas below: The facts are in front of you and it shouldn’t need ordinary Australians lobbying the government to do what’s right.. Stop surrendering to foreign owned big business and do the right thing! It’s that simple.
65.	Gavin Trott	Response to Fuel Efficiency Standard Consultation Paper To the Infrastructure Department, Thank you for the opportunity to make a submission to the Fuel Efficiency Standards Consultation Paper. Please see my responses to the consultation areas below: Guiding Principles Data transparency – in the control of the public, linked to overall CO2 reductions Equity Cost-of-living and the effects on consumers are not mentioned in the discussion paper. Delaying the benefits of EVs and fuel-efficient vehicles to consumers will mean they are paying more for fuel and maintenance in the short term

		Any FES should reduce spending on fuel for consumers over time Clean energy The energy charging up EVs needs to be clean, so the electrification of our vehicle fleet needs to match the grid becoming renewable FES Design: Starting emissions level limit & approach / Adjustments of limit level / Multiple targets / When should a FES start? Time: Starting on July 1st, 2024. Reaching 0g CO2/km no later than 2035. Strength: At a minimum, starting at New Zealand's emissions ceiling, but preferably 10% stronger than that level. Catch up with other countries by meeting the CO2 emissions ceiling of the country with the lowest (best) ceiling, with a strong preference for beating the ceiling of that country by 10%. Complexity: One Standard for all light vehicle classes (cars, light and heavy SUVs, and Light Commercial Vehicles). The "curve" should be a linear approach. Adjustments: Targets should be set 5 years in advance. The Standard should be reviewed every Super credits (Multipliers for LZEVs) No, an Australian FES should not include multiplier credits (super credits). Super credits are dodgy accounting that makes no real-world emissions reduction. Super credits are for "innovative technologies" – Hybrids, plug-in hybrids and EVs are no longer "innovative technologies" as they have been around for decades. Most super credits will be phased out by 2024 in the US – this is the same time we will likely be starting our own scheme. If we do include super credits, they should: Be for "innovative technologies", such as EVs under the $40,000 AUD mark, and EV utes which are still in their infancy globally, Consider including vehicles with a significant portion of their componentry made within Australia. Have public data regarding the portion of emissions abatement for each automaker. Be capped, apply at a rate of less than 1.5 per vehicle, and be phased out after 3 years.
66.	Jennifer Katauskas	Response to Fuel Efficiency Standard Consultation Paper To the Infrastructure Department, Thank you for the opportunity to make a submission to the Fuel Efficiency Standards Consultation Paper. Please see my responses to the consultation areas below: Guiding Principles

In addition to the principles the Government has already suggested, here are suggested additional principles:

Ambition

We're starting from further behind (over a decade behind the EU) and will need to go hard to catch up with the rest of the world

At the bare minimum, needs to be in line with the Government's commitment to the Paris Agreement and a 1.5C trajectory

Integrity

Data transparency – in the control of the public, linked to overall CO2 reductions

Equity

Cost-of-living and the effects on consumers are not mentioned in the discussion paper. Delaying the benefits of EVs and fuel-efficient vehicles to consumers will mean they are paying more for fuel and maintenance in the short term

Any FES should reduce spending on fuel for consumers over time

Clean energy

The energy charging up EVs needs to be clean, so the electrification of our vehicle fleet needs to match the grid becoming renewable

FES Design: Starting emissions level limit & approach / Adjustments of limit level / Multiple targets / When should a FES start?

Time:

Starting on July 1st, 2024. Reaching 0g CO2/km no later than 2035.

Strength:

At a minimum, starting at New Zealand's emissions ceiling, but preferably 10% stronger than that level.

Catch up with other countries by meeting the CO2 emissions ceiling of the country with the lowest (best) ceiling, with a strong preference for beating the ceiling of that country by 10%.

Complexity:

One Standard for all light vehicle classes (cars, light and heavy SUVs, and Light Commercial Vehicles).

The "curve" should be a linear approach.

Adjustments:

Targets should be set 5 years in advance.

The Standard should be reviewed every 2 years.

Super credits (Multipliers for LZEVs)

No, an Australian FES should not include multiplier credits (super credits).

Super credits are dodgy accounting that makes no real-world emissions reduction.

Super credits are for "innovative technologies" – Hybrids, plug-in hybrids and EVs are no longer "innovative technologies" as they have been around for decades.

Most super credits will be phased out by 2024 in the US – this is the same time we will likely be starting our own scheme.

If we do include super credits, they should:

		Be for “innovative technologies”, such as EVs under the $40,000 AUD mark, and EV utes which are still in their infancy globally, Consider including vehicles with a significant portion of their componentry made within Australia. Have public data regarding the portion of emissions abatement for each automaker. Be capped, apply at a rate of less than 1.5 per vehicle, and be phased out after 3 years.
67.	Lynden McGregor	Response to Fuel Efficiency Standard Consultation Paper To the Infrastructure Department, Thank you for the opportunity to make a submission to the Fuel Efficiency Standards Consultation Paper. Please see my responses to the consultation areas below: Guiding Principles These critically important aspects should also be reflected in the Principles: - Ambition and Urgency We’re starting from further behind (over a decade behind the EU) and will need to go hard to catch up with the rest of the world. No point in going soft - our national and global need is to set the standard high to impact fast and hard on greenhouse gas emissions. At the bare minimum, needs to be in line with the Government’s commitment to the Paris Agreement and a 1.5C trajectory - but surely we can and must do better than a bare minimum. - Data transparency – linked to overall CO2 reductions - Equity Cost-of-living and the effects on consumers are not mentioned in the discussion paper. Delaying the benefits of EVs and fuel-efficient vehicles to consumers will mean they are paying more for fuel and maintenance in the short term. Any effective FES should reduce spending on fuel for consumers over time; that aspect should certainly be measured and monitored. - Clean energy The energy charging up EVs needs to be clean, so the electrification of our vehicle fleet needs to match the grid becoming renewable FES Design: Starting emissions level limit & approach / Adjustments of limit level / Multiple targets / When should a FES start? Reflecting the need and maximising the benefit of "going in fast and hard" , in response to the question sequence posed, I put these comments forward: - Time: Starting on July 1st, 2024. Reaching 0g CO2/km no later than 2035. - Strength: At a minimum, starting at New Zealand’s emissions ceiling, but preferably 10% stronger than that level. .- Complexity: As a starting point, I believe that there should be just one Standard for all light vehicle classes (cars, light and heavy SUVs, and Light Commercial Vehicles). - Adjustments: Targets should be set 5 years in advance; the Standard should be reviewed every 2 years. Super credits (Multipliers for LZEVs)

		In respect to the questins posed on this aspect, I put forward these comments:- - Multiplier Credits (Super Credits): an Australian FES should not include multiplier credits (super credits). My concern is that super credits are an opportunity more for creative accounting rather than actually making a contribution to emissions reduction. The other point here is that super credits are for "innovative technologies" – Hybrids, plug-in hybrids and EVs are no longer "innovative technologies" as they have been around for decades. It is particularly significant that in the United States, most super credits will be phased out by 2024 in the US – when we would likely be starting our own scheme. However, If we do ultimately feel persuaded to include super credits, they should be subject to these limitations: * Be for "innovative technologies", such as EVs under the $40,000 AUD mark, and EV utes which are still in their infancy globally, * Consider including vehicles with a significant portion of their componentry made within Australia. * Have public data regarding the portion of emissions abatement for each automaker. * Be capped, apply at a rate of less than 1.5 per vehicle, and be phased out after 3 years.
68.	Ruth O'Reilly	Response to Fuel Efficiency Standard Consultation Paper To the Infrastructure Department, Thank you for the opportunity to make a submission to the Fuel Efficiency Standards Consultation Paper. Please see my responses to the consultation areas below: Guiding Principles I wish to make the following submission for consideration when formulating Fuel Efficiency Standards, namely, integrity, transparency, equity and environmental: Integrity Rule out all super credits, loopholes and accounting tricks that make Standards weaker than they appear. Transperancy Make clear and transparent the true CO2 emissions reduction year Data transparency – in the control of the public, linked to overall CO2 reductions Equity Send a strong market signal to manufacturers that they must prioritise low and zero-emissions vehicles that suit regional Australians and trades. Save Australian motorists money overall by reducing petrol bills, including measures to reduce upfront EV cost and increase charging accessibility. Equity Cost-of-living and the effects on consumers are not mentioned in the discussion paper. Delaying the benefits of EVs and fuel-efficient vehicles to consumers will mean they are paying more for fuel and maintenance in the short term Any FES should reduce spending on fuel for consumers over time

		Clean energy The energy charging up EVs needs to be clean, so the electrification of our vehicle fleet needs to match the grid becoming renewable FES Design: Starting emissions level limit & approach / Adjustments of limit level / Multiple targets / When should a FES start? Time: Starting on July 1st, 2024. Reaching 0g CO2/km no later than 2035. Strength: At a minimum, starting at New Zealand's emissions ceiling, but preferably 10% stronger than that level. Catch up with other countries by meeting the CO2 emissions ceiling of the country with the lowest (best) ceiling, with a strong preference for beating the ceiling of that country by 10%. Complexity: One Standard for all light vehicle classes (cars, light and heavy SUVs, and Light Commercial Vehicles). The "curve" should be a linear approach. Adjustments: Targets should be set 5 years in advance. The Standard should be reviewed every 2 years.
69.	Jan McNicol	Response to Fuel Efficiency Standard Consultation Paper To the Infrastructure Department, Thank you for the opportunity to make a submission to the Fuel Efficiency Standards Consultation Paper. Please see my responses to the consultation areas below: Guiding Principles Ambition We're starting from further behind (over a decade behind the EU) and will need to go hard to catch up with the rest of the world At the bare minimum, a Fuel Efficiency Standard (FES) needs to be in line with the Government's commitment to the Paris Agreement and a 1.5C trajectory of reducing climate heating Integrity All data needs to be in the public domain, so independent experts can analyse and verify it. The process and measurements need to be linked to actual measurable reductions in carabon dioxide and other greenhouse gas emissions. Equity Cost-of-living and the effects on consumers are not mentioned in the discussion paper. Delaying the benefits of EVs and fuel-efficient vehicles to low income consumers will mean they are paying more for fuel and maintenance in the short term Any FES should reduce spending on fuel for consumers over time Clean energy

		The energy charging up EVs needs to be clean, so the electrification of our vehicle fleet needs to match the grid becoming renewable. FES Design: Starting emissions level limit & approach / Adjustments of limit level / Multiple targets / When should a FES start? Time: Starting on July 1st, 2024. Reaching 0g carbon dioxide equivalent gases per kilometre no later than 2035. Strength: At a minimum, starting at New Zealand's emissions ceiling, but preferably 10% stronger than that level. Catch up with other countries by meeting the CO2 emissions ceiling of the country with the lowest (best) ceiling, with a strong preference for beating the ceiling of that country by 10%. Time is short. The ice is melting, and the planet is heating. This is urgent. Complexity: One Standard for all light vehicle classes (cars, light and heavy SUVs, and Light Commercial Vehicles). The "curve" should be a linear approach. Adjustments: Targets should be set 5 years in advance. The Standard should be reviewed every 2 years. Super credits (Multipliers for LZEVs) No, an Australian FES should not include multiplier credits (super credits) for low and zero emission vehicles. Super credits are dodgy accounting that makes no real-world emissions reduction. Super credits are for "innovative technologies" – Hybrids, plug-in hybrids and EVs are no longer "innovative technologies" as they have been around for decades. Most super credits will be phased out by 2024 in the US – this is the same time we will likely be starting our own scheme. If we do include super credits, they should: Be for "innovative technologies", such as EVs under the $40,000 AUD mark, and EV utes which are still in their infancy globally, Consider including vehicles with a significant portion of their componentry made within Australia. Have public data regarding the portion of emissions abatement for each automaker. Be capped, apply at a rate of less than 1.5 per vehicle, and be phased out after 3 years. Other comments: This is our big chance to get it right and actually reduce transport emissions, so that the atmosphere is protected, not the fossil fuel industry. We are destroying our only home for corporate profit. It's beyond insane.
70.	Robert Marston	Response to Fuel Efficiency Standard Consultation Paper To the Infrastructure Department,

		Thank you for the opportunity to make a submission to the Fuel Efficiency Standards Consultation Paper. Please see my responses to the consultation areas below: Guiding Principles Are we the most stupid animals on the planet? Nobody can say the impact of Climate Change hasn't been forseen, in fact it's just been ignored since the 1970's, when Climate Scientists called it "Catastrophic Global Warming"! And then it was watered down to "Climate Change" so Corporations could argue that we have always had Climate Change and Governments could pretend that it wasn't such a threat. We foul our own nests, we foul everyone else's nest, and we are so short sighted as to assume someone else will clean up after us. One of the reasons that cars were such a boon in the early 20th Century, was because the big cities couldn't handle the mountains of horse poo that they were accumulating. Now we face the same problem with fossil fuel poo! And we have the answer in renewable energy. Do we have a vision for the environment for our children and grand-children? Or are we so duped by the almighty dollar, that we will sell our souls for one night in Paradise, and the devil take the rest? In a country with all the resources required to implement a renewable energy industry that is becoming more economically affordable by the day, Australia can and should be leading the world into a safe and sustainable future.
71.	Peter Lamb	Response to Fuel Efficiency Standard Consultation Paper To the Infrastructure Department, Thank you for the opportunity to make a submission to the Fuel Efficiency Standards Consultation Paper. Please see my responses to the consultation areas below: Guiding Principles The guiding principles must be firstly to encourage lower Carbon emissions, consistent with the objective of achieving no more than a 1.5degree global temperature increase. FES Design: Starting emissions level limit & approach / Adjustments of limit level / Multiple targets / When should a FES start? Strong fuel efficiency standards need to be introduced without delay. There has been too much procrastination with this matter. Super credits (Multipliers for LZEVs) No FES should not include multiplier credits. They are not relevant for current technologies. Other comments: For heavens sake, we have been talking about this for years. Most other developed countries have strong Fuel Efficiency Standards already in place. This is a no-brainer!
72.	Robert Scanlon	Response to Fuel Efficiency Standard Consultation Paper To the Infrastructure Department, Thank you for the opportunity to make a submission to the Fuel Efficiency Standards Consultation Paper. Please see my responses to the consultation areas below:

		Guiding Principles It's time for Australia to not only catch up with the EU's progression into cleaner fuel standards, but also signal to all Australians that we stand for a country that is among the most pristine in the world. And with a country the highest in the world per-capita for solar power uptake, it's criminal that we aren't helping reduce our emissions by incentivizing EV adoption at the supply level. Any Fuel Emission Standard can only BENEFIT working Australian families and prove to voters that this is a government prepared to make the tough calls. Actions such as this not only catapult us back into the world spotlight as a desirable country to live in, but also one that is governed for the people and not for powerful mates in the fossil fuel industry. FES Design: Starting emissions level limit & approach / Adjustments of limit level / Multiple targets / When should a FES start? Time: Starting on July 1st, 2024. Reaching 0g CO2/km no later than 2035. Strength: At a minimum, starting at New Zealand's emissions ceiling, but preferably 10% stronger than that level. Catch up with other countries by meeting the CO2 emissions ceiling of the country with the lowest (best) ceiling, with a strong preference for beating the ceiling of that country by 10%. Complexity: One Standard for all light vehicle classes (cars, light and heavy SUVs, and Light Commercial Vehicles). The "curve" should be a linear approach. Adjustments: Targets should be set 5 years in advance. The Standard should be reviewed every 2 years. Super credits (Multipliers for LZEVs) Super credits (Multipliers for LZEVs) are merely smoke and mirrors obscuring the foundational shifts we ALL need to secure a better world for our children and grandchildren. No more rearranging the deckchairs on the Titanic for superficial "change." Allowing vehicle manufacturers to massage their statistics and still benefit from taxpayer subsidies will only delay what we really need: forceful leadership that demands what the people will vote for: effective and significant action toward climate change targets. Action that WILL meet targets, not that faffs around the edges and looks god. Other comments: I'm staggered that we are so far behind. For a country priding itself on gorgeous geography, some of the most pristine beaches in the world, and an abundance of sunshine, we should all hang our heads in shame that this hasn't been driven by previous governments. We're relying on this fresh leadership to draw a firm line in the sand and return to becoming a world leader. Not a joke.
73.	Diana Dowdeswell	Response to Fuel Efficiency Standard Consultation Paper To the Infrastructure Department,

		Thank you for the opportunity to make a submission to the Fuel Efficiency Standards Consultation Paper. Please see my responses to the consultation areas below: Guiding Principles Fuel Efficiency Standards consultation I am a concerned citizen of Australia and very disappointed to discover that this country is lagging so far behind European counties in the fuel efficiency requirements by this country. I drive a plug-in hybrid car and had a great deal of difficulty accessing this vehicle. This was due to the paucity of cars such as mine being exported to this country. It appeared that our poor standards were allowing exporters of cars to "dump" the vehicles in Australia, that could not be exported to countries requiring higher standards. How can we allow this to happen? Australia needs to have the highest possible fuel efficiency standards in the world. We need to front up to our commitment to lower CO2 emissions to try to keep global heating to under 1.5 degrees. Transport both commercial and private are big contributors to CO2 emissions. Introducing tight fuel efficiency standards will greatly assist this reduction. Helping Australia to reach the CO2 standard consistent with keeping global temperature rises to under 1.5 degrees. Scientists of great repute and integratory have for decades warned the world of the future disasters that await this planet if CO2 emissions are not drastically curtailed. We cannot ignore this guidance forever. By implementing the highest fuel efficiency standards Australia will be taking a step in the right direction. We can be a leader! FES Design: Starting emissions level limit & approach / Adjustments of limit level / Multiple targets / When should a FES start? Australia need to: * Reach 0g CO2/km no later than 2035. * Catch up with other countries by meeting the CO2 emissions ceiling of the country with the lowest (best) ceiling, with a strong preference for beating the ceiling of that country by a minimum 10%. *Targets should be set 5 years in advance with an annual review. *One standard for all vehicles with the exception of commercial Heavy vehicles. Super credits (Multipliers for LZEVs) Super Credits should not be used/applied. EV technology has been around for many years now and cannot be counted as "innovated"
74.	Gavin Lenz	Response to Fuel Efficiency Standard Consultation Paper To the Infrastructure Department, Thank you for the opportunity to make a submission to the Fuel Efficiency Standards Consultation Paper. Please see my responses to the consultation areas below: Guiding Principles Australia's fuel efficiency standard should be world's best practice therefore it should at least be at the same level as the European Union. Frankly I am not sure why the government would consider anything but the same standard as the EU. It saves motorists money and is good for the environment. At a time when cost of living has made life difficult for the majority of australians there is no excuse for not having world's best practice standards in place. The government has already had 12 months to come up with this standard.

		FES Design: Starting emissions level limit & approach / Adjustments of limit level / Multiple targets / When should a FES start? The design can be the same as the EU design. It should start ASAP and definitely no later than 1st July 2024. There should be no more new ICE vehicles sold in Australia. Given our advantage in mining of the minerals needed for battery and motor vehicle production we should be producing both batteries and EV's here in Australia. Perhaps this can be factored in to the FES design such that incentives are provided for EV's and batteries produced in Australia. Super credits (Multipliers for LZEVs) There should be no Super Credits except, perhaps, for those EV's that are manufactured in Australia and for batteries that are manufactured in Australia. Even for these EV's and batteries manufactured in Australia it should be for a 3 year period only before they are phased out.
75.	Paul Sowter	Response to Fuel Efficiency Standard Consultation Paper To the Infrastructure Department, Thank you for the opportunity to make a submission to the Fuel Efficiency Standards Consultation Paper. Please see my responses to the consultation areas below: Guiding Principles We’re starting from further behind and will need to go much harder to catch up with the rest of the world The Government’ needs to exceed its commitment to the Paris Agreement and a 1.5C trajectory Integrity Data transparency should be in the control of the public and linked to overall CO2 reductions Cost-of-living and the effects on consumers are not mentioned in the discussion paper. Delaying the benefits of EVs and fuel-efficient vehicles to consumers will mean they are paying more for fuel and maintenance in the short term The energy charging up EVs needs to be clean, so the electrification of our vehicle fleet needs to match the grid becoming renewable FES Design: Starting emissions level limit & approach / Adjustments of limit level / Multiple targets / When should a FES start? Starting on July 1st, 2024. Reaching 0g CO2/km no later than 2035. preferably 10% stronger than New Zealand’s emissions ceiling. Catch up with other countries by meeting the CO2 emissions ceiling of the country with the lowest (best) ceiling, with a strong preference for beating the ceiling of that country by 10%. One Standard for all light vehicle classes (cars, light and heavy SUVs, and Light Commercial Vehicles). The “curve” should be a linear approach.: Targets should be set 5 years in advance and the Standard should be reviewed every 2 years. Super credits (Multipliers for LZEVs)

		No, an Australian FES should not include multiplier credits (super credits). Super credits are dodgy accounting that makes no real-world emissions reduction. Super credits are for “innovative technologies” – Hybrids, plug-in hybrids and EVs are no longer “innovative technologies” as they have been around for decades. Most super credits will be phased out by 2024 in the US – this is the same time we will likely be starting our own scheme. If we do include super credits, they should: Be for “innovative technologies”, such as EVs under the $40,000 AUD mark, and EV utes which are still in their infancy globally, Consider including vehicles with a significant portion of their componentry made within Australia. Have public data regarding the portion of emissions abatement for each automaker. Be capped, apply at a rate of less than 1.5 per vehicle, and be phased out after 3 years.
76.	Mario Fenech	Response to Fuel Efficiency Standard Consultation Paper To the Infrastructure Department, Thank you for the opportunity to make a submission to the Fuel Efficiency Standards Consultation Paper. Please see my responses to the consultation areas below: Guiding Principles We’re starting from further behind (over a decade behind the EU) and will need to go hard to catch up with the rest of the world At the bare minimum, needs to be in line with the Government’s commitment to the Paris Agreement and a 1.5C trajectory Integrity Data transparency – in the control of the public, linked to overall CO2 reductions Equity Cost-of-living and the effects on consumers are not mentioned in the discussion paper. Delaying the benefits of EVs and fuel-efficient vehicles to consumers will mean they are paying more for fuel and maintenance in the short term Any FES should reduce spending on fuel for consumers over time Clean energy The energy charging up EVs needs to be clean, so the electrification of our vehicle fleet needs to match the grid becoming renewable FES Design: Starting emissions level limit & approach / Adjustments of limit level / Multiple targets / When should a FES start? Starting on July 1st, 2024. Reaching 0g CO2/km no later than 2035. Strength: At a minimum, starting at New Zealand’s emissions ceiling, but preferably 10% stronger than that level. Catch up with other countries by meeting the CO2 emissions ceiling of the country with the lowest (best) ceiling, with a strong preference for beating the ceiling of that country by 10%.

		Complexity: One Standard for all light vehicle classes (cars, light and heavy SUVs, and Light Commercial Vehicles). The “curve” should be a linear approach. Adjustments: Targets should be set 5 years in advance. The Standard should be reviewed every 2 year Super credits (Multipliers for LZEVs) If we do include super credits, they should: Be for “innovative technologies”, such as EVs under the $40,000 AUD mark, and EV utes which are still in their infancy globally, Consider including vehicles with a significant portion of their componentry made within Australia. Have public data regarding the portion of emissions abatement for each automaker. Be capped, apply at a rate of less than 1.5 per vehicle, and be phased out after 3 years. Other comments: Vehicle emissions has been neglected for to long in Australia and if our politicians are serious about tackling climate change then urgent changes need to be enacted to stop the importation of vehicles that are not going to meet the criteria for reduced carbon emissions. The Australian government should aim to restart car manufacturing in Australia using technologies developed in Australian Universities for sustainable EV batteries to become a world leader in EV production.
77.	Peter Youll	Response to Fuel Efficiency Standard Consultation Paper To the Infrastructure Department, Thank you for the opportunity to make a submission to the Fuel Efficiency Standards Consultation Paper. Please see my responses to the consultation areas below: Guiding Principles The FES must be more stringent than those applied in other countries. Australia is already 10 years behind Europe, about 6 years behind the USA and several years behind NZ. Australia shares the disgrace with Russia and (I believe) Kazakhstan of being the only economies without an FES. As a result we continue to be the dumping ground for the dirtiest, least efficient fossil fueled vehicles, with the resulting higher cost of transport and much higher levels of pollution. The FES must be at least equal to NZ's, and preferably at least 10% more stringent. FES Design: Starting emissions level limit & approach / Adjustments of limit level / Multiple targets / When should a FES start? The FES should be imposed as soon as possible, at the latest at the start of the 2024/2025 financial year, and should have a target of 0gm/km of CO2 emissions after 10 years or less. The FES must match or exceed the restrictions set by the economy with the strongest requirements, or Australia will continue to be a dumping ground for inferior vehicles. There needs to be only one set of FES rules for all "light" vehicles, and the rate of reduction in emissions should be a linear from the start to completion. Super credits (Multipliers for LZEVs)

		The FES rules must not include the accounting trick of multiplier ("super") credits, as they will only provide a means for vehicle manufacturers to avoid real emission reductions. The required technology has been around for decades, and innovations that "super" credits are intended to encourage are likely to be comparatively trivial and not worthy of a reward, apart from increased market share. Other comments: The effects of an FES will be moot if the predictions made by Tony Seba# of RethinkX* of a 75% reduction in car sales by 2030 comes to pass. However a strict FES policy is still worth developing and enforcing in case the minor risk that his predictions are too optimistic! * https://rethinkdisruption.com/about/ # https://thedriven.io/2023/05/10/seba-says-ev-longevity-and-autonomy-will-cause-global-new-car-sales-to-plunge-75/
78.	Phil Arntzen	Response to Fuel Efficiency Standard Consultation Paper To the Infrastructure Department, Thank you for the opportunity to make a submission to the Fuel Efficiency Standards Consultation Paper. Please see my responses to the consultation areas below: Guiding Principles Australia has long been the dumping grounds of vehicles prohibited elsewhere due to more stringent emission standards. China has just announced they are proceeding with 6B emissions rules which were first published in 2016. There are now over 3 Million vehicles in China that have already been built which now cannot be sold there. These cars are destined to be dumped somewhere, and the right hand drive ones will no doubt be dumped here which will further erode our opportunity to make meaningful reductions in our own emissions. - https://www.youtube.com/watch?v=yomP0cd6Z7g The car industry and the fossil fuel industry are hellbent on keeping us reliant on fossil fuels, and if we don't insist on a world best standard, we'll continue to be both the dumping ground and the laughing stock of the developed world. EV's have a much better longevity, having a far lower moving parts count than internal combustion engines. The maintenance costs are far lower and this will mean consumers can hold onto their vehicles longer, reducing our longer term need to import vehicles which in turn will help our balance of trade. FES Design: Starting emissions level limit & approach / Adjustments of limit level / Multiple targets / When should a FES start? The failure to set an ambitious fuel efficiency standard will result in us only getting the dregs that can't be sold elsewhere. As there's currently over 3 Million cars stockpiled in China that can no longer be sold there, the threat is very real. We are not a large enough market to have much sway, so if things are dumped here, we won't get the choice of better cars as they have surplus stock to sell first. Super credits (Multipliers for LZEVs) Whilst advances in technology are to be commended, things such as Hydrogen are simply too expensive to rollout the infrastructure Australia wide for this to be a viable fuel except for densely populated areas. It's very unlikely that Hydrogen fuelled vehicles will ever be able to cross the Nullabor as it would need EVERY service station to install tanks and equipment before it could be possible. The rollout of EV chargers are far more practical and are already happening. Other comments:

		The Automotive industry have excelled in bringing out more higher tech models to ensure that they are uneconomical to repair in the longer term. This results in the original seller losing a lot of money to constantly trade in to avoid the repair bills. The less fortunate buy these time bombs as it's all they can afford until they become junk and are scrapped. Electric Vehicles are a real threat to their Business Model. Whilst batteries will slowly degrade over time, we are seeing rapid improvements in Battery technology. Add to this no 2,000+ part Internal Combustion engine, no gearbox, and a wearing parts count of about 30 Vs several hundred (not counting the plumbing, nuts and bolts too). This will allow people to keep cars longer which is both good for the environment, but also their wallets.
79.	Colleen Flemming	Response to Fuel Efficiency Standard Consultation Paper To the Infrastructure Department, Thank you for the opportunity to make a submission to the Fuel Efficiency Standards Consultation Paper. Please see my responses to the consultation areas below: Guiding Principles I am writing with concern about the proposed new fuel efficiency standard. Re. the guiding principles: - We're starting from further behind (over a decade behind the EU) so will need to go hard to catch up with the rest of the world - At the bare minimum, it needs to be in line with the Government's commitment to the Paris Agreement and a 1.5C trajectory Integrity - We need data transparency – in the control of the public, linked to overall CO2 reductions - Cost-of-living and the effects on consumers are not mentioned in the discussion paper. Delaying the benefits of EVs and fuel-efficient vehicles to consumers will mean they are paying more for fuel and maintenance in the short term. - Any FES should reduce spending on fuel for consumers over time - The energy charging up EVs needs to be clean, so the electrification of our vehicle fleet needs to match the grid becoming renewable FES Design: Starting emissions level limit & approach / Adjustments of limit level / Multiple targets / When should a FES start? Re. Fuel Efficiency Standards Design - FES should start on July 1st, 2024. Reaching 0g CO2/km no later than 2035. - At a minimum, it should start at New Zealand's emissions ceiling, but preferably 10% stronger than that level. - We should catch up with other countries by meeting the CO2 emissions ceiling of the country with the lowest (best) ceiling, with a strong preference for beating the ceiling of that country by 10%. - We should have one Standard for all light vehicle classes (cars, light and heavy SUVs, and Light Commercial Vehicles). - The "curve" should be a linear approach. - Targets should be set 5 years in advance. - The Standard should be reviewed every 2 years

		Super credits (Multipliers for LZEVs) Re. Super Credits: - An Australian FES should not include multiplier credits (super credits). - Super credits are dodgy accounting that makes no real-world emissions reduction. -Super credits are for “innovative technologies” – Hybrids, plug-in hybrids and EVs are no longer “innovative technologies” as they have been around for decades. - Most super credits will be phased out by 2024 in the US – this is the same time we will likely be starting our own scheme. - If we do include super credits, they should: Be for “innovative technologies”, such as EVs under the $40,000 AUD mark, and EV utes which are still in their infancy globally, Consider including vehicles with a significant portion of their componentry made within Australia. Have public data regarding the portion of emissions abatement for each automaker. Be capped, apply at a rate of less than 1.5 per vehicle, and be phased out after 3 years.
80.	Jane Harman	Response to Fuel Efficiency Standard Consultation Paper To the Infrastructure Department, Thank you for the opportunity to make a submission to the Fuel Efficiency Standards Consultation Paper. Please see my responses to the consultation areas below: Guiding Principles I think the govt can be more ambitious and needs to be to catch up with Europe, China and the US, they have many more models of EVs to choose from and prices are coming down. Our citizens deserve to have equal access to clean, low cost fuel and little to no maintenance for their next car. FES Design: Starting emissions level limit & approach / Adjustments of limit level / Multiple targets / When should a FES start? Our fuel emission standards need to be as good as Europe to give us a fair go. Lets beat New Zealand and we won't be the dumping ground for all the oversupply of ICE cars lying around in lots in China. Super credits (Multipliers for LZEVs) Super credits are for “innovative technologies” – Hybrids, plug-in hybrids and EVs are no longer “innovative technologies” as they have been around for decades.
81.	Jeffrey Irvine	Response to Fuel Efficiency Standard Consultation Paper To the Infrastructure Department, Thank you for the opportunity to make a submission to the Fuel Efficiency Standards Consultation Paper. Please see my responses to the consultation areas below: Guiding Principles Get this thing done the best way possible to save us all a headache & certain destruction of us & our planet. We’re already 10 years behind & we’re all sick of being ripped off with everything else, so don’t rip us off with this please.

		FES Design: Starting emissions level limit & approach / Adjustments of limit level / Multiple targets / When should a FES start? Same as above, enough of the stalling, just get it done. We're all in a huge bus that's out of control & about to hit an huge wall & all we can do is argue about which seat to sit in before it hits. Super credits (Multipliers for LZEVs) Hybrids - Smybrids, I'm over it all. Just get me a low emission vehicle which ain't worth a million bucks, it can't be that hard. Other comments: I cannot believe in this day & age we're still rattling along like we are. Please do something to make us all proud to be a member of the human race & not a bunch of greedy fossils. Regards Jeffrey Irvine.
82.	Mark Shields-Brown	Response to Fuel Efficiency Standard Consultation Paper To the Infrastructure Department, Thank you for the opportunity to make a submission to the Fuel Efficiency Standards Consultation Paper. Please see my responses to the consultation areas below: Guiding Principles Dear Fuel Efficiency Standards Commission, I am disgusted at this time of decision to lower Fuel emissions across the country, to see that Toyota are selling V8 Landcruisers up to $40K cheaper than the cleaner 6 Cylinder models! This clearly looks to me like the dumping of non-efficient, highly polluting vehicles on the Australian market, at a time when we are seriously trying to do something about lowering fuel emissions! We need a Fuel Efficiency Standard, that penalises high emitting CO2 vehicles entering our market, not a Free-For-All Market that allows cheap heavily emitting vehicles to be sold here on the cheap, like a rubbish dump for the world! Regards, Mark Shields-Brown FES Design: Starting emissions level limit & approach / Adjustments of limit level / Multiple targets / When should a FES start? Australia's approach to FES should be Heavy and Fast! We have nothing to lose by acting quickly by reducing all our vehicle CO2 emissions as soon as possible. We have a small population with high proportional global wealth, making transformation not that terribly difficult to achieve. Super credits (Multipliers for LZEVs) Any Super Credits must include LZEV technology under $50,000. We are very much behind on the world stage. Any investment in this technology must be supported with Governmental incentives. These credits should be seen as critical infrastructure investments and be protected like Government Bonds until a market manages to outweigh the filthy fossil fuel hegemony. Other comments: There is only one argument against LZEV technology and unfortunately it is a very powerful one: The Fossil Fuel Industry has run too far for too long - Like the Tobacco and Asbestos industries, they need to be curtailed, immediately!
83.	Robert Jenkins	Response to Fuel Efficiency Standard Consultation Paper

To the Infrastructure Department,

Thank you for the opportunity to make a submission to the Fuel Efficiency Standards Consultation Paper.

Please see my responses to the consultation areas below:

Guiding Principles

Ambition

We're starting from further behind (over a decade behind the EU) and will need to go hard to catch up with the rest of the world

At the bare minimum, needs to be in line with the Government's commitment to the Paris Agreement and a 1.5C trajectory

Integrity

Data transparency – in the control of the public, linked to overall CO2 reductions

Equity

Cost-of-living and the effects on consumers are not mentioned in the discussion paper. Delaying the benefits of EVs and fuel-efficient vehicles to consumers will mean they are paying more for fuel and maintenance in the short term

Any FES should reduce spending on fuel for consumers over time

Clean energy

The energy charging up EVs needs to be clean, so the electrification of our vehicle fleet needs to match the grid becoming renewable

FES Design: Starting emissions level limit & approach / Adjustments of limit level / Multiple targets / When should a FES start?

Time:

Starting on July 1st, 2024. Reaching 0g CO2/km no later than 2035.

Strength:

At a minimum, starting at New Zealand's emissions ceiling, but preferably 10% stronger than that level.

Catch up with other countries by meeting the CO2 emissions ceiling of the country with the lowest (best) ceiling, with a strong preference for beating the ceiling of that country by 10%.

Complexity:

One Standard for all light vehicle classes (cars, light and heavy SUVs, and Light Commercial Vehicles).

The "curve" should be a linear approach.

Adjustments:

Targets should be set 5 years in advance.

The Standard should be reviewed every 2 years.

Super credits (Multipliers for LZEVs)

No, an Australian FES should not include multiplier credits (super credits).

Super credits are dodgy accounting that makes no real-world emissions reduction.

Super credits are for "innovative technologies" – Hybrids, plug-in hybrids and EVs are no longer "innovative technologies" as they have been around for decades.

		Most super credits will be phased out by 2024 in the US – this is the same time we will likely be starting our own scheme. If we do include super credits, they should: Be for "innovative technologies", such as EVs under the $40,000 AUD mark, and EV utes which are still in their infancy globally, Consider including vehicles with a significant portion of their componentry made within Australia. Have public data regarding the portion of emissions abatement for each automaker. Be capped, apply at a rate of less than 1.5 per vehicle, and be phased out after 3 years. Other comments: YOUR family and your future generations, will blame you and your kind for the terrible world your leaving them. The world might have done something about climate change 60 years ago... we all knew what had been revealed to the world then... Its just that people lied and hid the truth... Every day that passes means that we are further away from reversing the problem. Everyone needs to invest in renewable forms of energy such as tidal power harnessing the movement of water. The ideas are being put into practice, but it just needs to be built on a huge scale to get things working and that takes money - will you find all that money for us?
84.	Julia Burns	Response to Fuel Efficiency Standard Consultation Paper To the Infrastructure Department, Thank you for the opportunity to make a submission to the Fuel Efficiency Standards Consultation Paper. Please see my responses to the consultation areas below: Guiding Principles We're starting from further behind (over a decade behind the EU) and will need to go hard to catch up with the rest of the world At the bare minimum, needs to be in line with the Government's commitment to the Paris Agreement and a 1.5C trajectory The energy charging up EVs needs to be clean, so the electrification of our vehicle fleet needs to match the grid becoming renewable FES Design: Starting emissions level limit & approach / Adjustments of limit level / Multiple targets / When should a FES start? Time Frame Starting on July 1st, 2024. Reaching 0g CO2/km no later than 2030. Strength At a minimum, starting at New Zealand's emissions ceiling, but preferably 10% stronger than that level. Catch up with other countries by meeting the CO2 emissions ceiling of the country with the lowest (best) ceiling, with a strong preference for beating the ceiling of that country by 10%. Complexity One Standard for all light vehicle classes (cars, light and heavy SUVs, and Light Commercial Vehicles).

		The “curve” should be a linear approach. Adjustments Targets should be set 5 years in advance. The Standard should be reviewed every 2 years. Super credits (Multipliers for LZEVs) Super Credits No, an Australian FES should not include multiplier credits (super credits). Super credits are dodgy accounting that makes no real-world emissions reduction. Super credits are for “innovative technologies” – Hybrids, plug-in hybrids and EVs are no longer “innovative technologies” as they have been around for decades. Most super credits will be phased out by 2024 in the US – this is the same time we will likely be starting our own scheme. If Super Credits are included then: Be for “innovative technologies”, such as EVs under the $40,000 AUD mark, and EV utes which are still in their infancy globally, Consider including vehicles with a significant portion of their componentry made within Australia. Have public data regarding the portion of emissions abatement for each automaker. Be capped, apply at a rate of less than 1.5 per vehicle, and be phased out after 3 years. Other comments: We must not become the dumping ground for high polluting vehicles from the rest of the world. Our environment will be damaged and people's health deteriorate without strong emissions standards being introduced. Australia once used to lead the world in Innovation and technology. We must not get left behind and not take clear action with this issue.
85.	Silas Palmer	Response to Fuel Efficiency Standard Consultation Paper To the Infrastructure Department, Thank you for the opportunity to make a submission to the Fuel Efficiency Standards Consultation Paper. Please see my responses to the consultation areas below: Guiding Principles In addition to the principals suggested by the government, I'd suggest we add these - Ambition We want to show leadership and set a benchmark for the rest of the world to follow - however as we're over 10 years behind the EU, we need to look to the future and set ambitious targets, so that we've got a margin of safety to meet our commitments to the Paris agreement and to ideally stay under 1.5 degrees of average warming. - Transparency Data should be under public control, and linked to overall CO2 reductions.

		- Equity FES should aim to reduce cost of living expenses by reducing the cost of fuel for consumers over time - Clean energy The energy charging up EVs needs to be clean, so the electrification of our vehicle fleet needs to match the grid becoming renewable FES Design: Starting emissions level limit & approach / Adjustments of limit level / Multiple targets / When should a FES start? My thoughts on FES design - Time: Starting on July 1st, 2024. Reaching 0g CO2/km no later than 2035. - Strength: At a minimum, starting at New Zealand's emissions ceiling, but preferably 10% stronger than that level. Catch up with other countries by meeting the CO2 emissions ceiling of the country with the lowest (best) ceiling, with a strong preference for beating the ceiling of that country by 10%. - Complexity: One Standard for all light vehicle classes (cars, light and heavy SUVs, and Light Commercial Vehicles). The "curve" should be a linear approach. - Adjustments: Targets should be set 5 years in advance. The Standard should be reviewed every 2 years Super credits (Multipliers for LZEVs) An Australian FES should not include multiplier credits (super credits). Super credits are dodgy accounting that makes no real-world emissions reduction. Super credits are for "innovative technologies" – Hybrids, plug-in hybrids and EVs are no longer "innovative technologies" as they have been around for decades. Most super credits will be phased out by 2024 in the US – this is the same time we will likely be starting our own scheme. If we have super credits then Australia will become a dumping ground. The only valid use for super credits would be for genuine 100% electric tech - for example, battery innovation or other developments that brought costs down.
86.	Ray Calaby	Response to Fuel Efficiency Standard Consultation Paper To the Infrastructure Department, Thank you for the opportunity to make a submission to the Fuel Efficiency Standards Consultation Paper. Please see my responses to the consultation areas below: Guiding Principles Does anyone really believe that at the current rate of increase in world emissions, a 1.5 degree increase in global warming is achievable? It seems that to achieve this goal, all world emissions would have to cease today and even then, it would take

		years for the levels to start to decline. Persuing this idea of achieving no more than 1.5 degrees of global warming is a good target, but I do not think that anyone really believes that it is achievable. And the current methods used to monitor and report emissions are full of 'loopholes' to the point where I can no longer believe them. FES Design: Starting emissions level limit & approach / Adjustments of limit level / Multiple targets / When should a FES start? I do not know where a proposed Fuel Emissions Standard should be set, but the European model appears to be a good ambition. The European standard is forcing vehicle manufacturers to shift their focus from Internal Combustion Engine powered vehicles to Electric and Hydrogen powered vehicles and this is a very good ambition. This standard is making diesel and most non-electric powered vehicles impossible to sell in Europe in the future and they are being 'dumped' on the rest of the world where Fuel Efficiency Standards are weak, or in Australia's case, non existent. Super credits (Multipliers for LZEVs) I have not heard of 'Super Credits' before, but again, these seem to be a very likely source for loopholes in any proposed Standard. Other comments: I have now owned an electric vehicle for more than six years. It has only ever been recharged in its garage by an off-grid Solar system that I installed specifically to charge the car before taking delivery of it. In that time, my largest running cost has been the recently introduced State Government's Road Usage tax. This tax, although its intent is understandable, seems to be opportunistic and a disincentive to buying a low emissions vehicle. This would be an increased disincentive to those who have to charge their vehicle at public charging stations, rather than 'for free' using their own solar system.
87.	Graeme Walters	Response to Fuel Efficiency Standard Consultation Paper To the Infrastructure Department, Thank you for the opportunity to make a submission to the Fuel Efficiency Standards Consultation Paper. Please see my responses to the consultation areas below: Guiding Principles Fuel efficiency standards need updating to improve the quality of the air we breathe. FES Design: Starting emissions level limit & approach / Adjustments of limit level / Multiple targets / When should a FES start? Fuel efficiency standards should be strong & commence ASAP. Super credits (Multipliers for LZEVs) No Fuel efficiency standard should include super credits Other comments: More incentives are needed to foster electric vehicles.
88.	Colleen Wysser-Martin	Response to Fuel Efficiency Standard Consultation Paper To the Infrastructure Department, Thank you for the opportunity to make a submission to the Fuel Efficiency Standards Consultation Paper. Please see my responses to the consultation areas below: Guiding Principles

In addition to the principles the Government has already suggested, here are several additional suggestions I would like to add:

a. Australia needs to be ambitious and extremely focused. We are starting from so far behind and must work hard to catch up with the rest of the world. Australia is already over a decade behind the European Union.

b. At the bare minimum the Guiding Principles must to be in line with the Federal Government's commitment to the Paris Agreement and a 1.5°C trajectory.

c. Integrity must be prominent. Data transparency must be in the public domain and linked to overall CO2 reductions.

d. Equity must be a Guiding Principle so all Australians have access to and benefit from this new technology. Cost-of-living and the effects on consumers have not been mentioned in the discussion paper.

By delaying the benefits of EVs and fuel-efficient vehicles to consumers will mean they are paying more for fuel and maintenance in the short term. These savings could be used by consumers to benefit other areas of the Australian economy in the immediate future.

Any Fuel Efficiency Standard (FES) should reduce spending on fuel for consumers over time.

Ensure affordability: Ensure that by 2035 all new cars sold in Australia have zero emissions, therefore creating a second-hand market for low-emissions vehicles sooner.

e. Clean energy must undergo massive investment. The energy charging up EVs needs to be clean so the electrification of our vehicle fleet needs to match the grid becoming renewable. All fossil fuel subsidies must cease and be redirected to green energy infrastructure and generation while all fossil fuel projects are terminated.

FES Design: Starting emissions level limit & approach / Adjustments of limit level / Multiple targets / When should a FES start?

a. The FES must start on the July 1st, 2024. All emissions we can avoid pumping into the atmosphere now helps us in our battle against climate change in the future. 0g CO2/km must be reached no later than 2035. This represents an emissions reduction programme over a 11 year timeframe.

b. Australia's CO2 FES target must, at a minimum, start at New Zealand's emissions ceiling but with a 10% stronger base over that level.

c. We must catch up with other countries by meeting the CO2 emissions ceiling of the country with the lowest (best) ceiling, with a strong preference for beating the ceiling of that country by 10%.

d. An Australian FES should not adopt two emissions targets for different classes of vehicles. One Standard must be set for all light vehicle classes whether they be cars, light and heavy SUVs, or Light Commercial Vehicles.

e. The Australian FES "curve" should be a linear approach.

f. The Federal Government should set emissions targets 5 years in advance.

g. The Federal Government must address the risks of the standard being found to be too weak or too strong while it is operating by legislating a review every 2 years.

Super credits (Multipliers for LZEVs)

a. No, an Australian FES should not include multiplier credits, or so-called super credits.

Super credits represent dodgy accounting that result in no real-world emissions reduction. We all need to be making serious reductions to our emissions. We are all in this boat together. No one gets to enjoy an easy deal.

		Super credits are for “innovative technologies”. Hybrids, plug-in hybrids and EVs are no longer “innovative technologies”. They have been around for decades. Most super credits will be phased out by 2024 in the US. This is the same time we will likely be starting our own scheme. This is another demonstration of how far Australia is truly behind in this field. b. If we do include super credits, they should: * Be for “innovative technologies” such as EVs under the $40,000 AUD mark, and EV utes which are still in their infancy globally. * Consider including vehicles with a significant portion of their componentry made within Australia. * Have public data regarding the portion of emissions abatement for each automaker. * Be capped, apply at a rate of less than 1.5 per vehicle, and to be phased out after 3 years. Other comments: The Standard must be mandatory and rigorous. Legislate the Standard and make it mandatory for all manufacturers. Accounting tricks stop the genuine reduction of CO2 emissions. I say no to Australia becoming a dumping ground for polluting cars. All car manufacturers must be excluded from the process at all stages. They have profited handsomely from the Australian population for far too many years while doing little to attack the climate change problem. Protect and grow clean energy and transport in Australia. For the only planet we have.
89.	Marcus Percy	Response to Fuel Efficiency Standard Consultation Paper To the Infrastructure Department, Thank you for the opportunity to make a submission to the Fuel Efficiency Standards Consultation Paper. Please see my responses to the consultation areas below: Guiding Principles We’re starting from further behind (over a decade behind the EU) and will need to go hard to catch up with the rest of the world. At the bare minimum, needs to be in line with the Government’s commitment to the Paris Agreement and a 1.5C trajectory. The Cost-of-living and the effects on consumers are not mentioned in the discussion paper. Delaying the benefits of EVs and fuel-efficient vehicles to consumers will mean they are paying more for fuel and maintenance in the short term. Any FES should reduce spending on fuel for consumers over time. The energy charging up EVs needs to be clean, so the electrification of our vehicle fleet needs to match the grid becoming renewable. FES Design: Starting emissions level limit & approach / Adjustments of limit level / Multiple targets / When should a FES start? Time: Starting on July 1st, 2024. Reaching 0g CO2/km no later than 2035. Strength:

		At a minimum, starting at New Zealand's emissions ceiling, but preferably 10% stronger than that level. Catch up with other countries by meeting the CO2 emissions ceiling of the country with the lowest (best) ceiling, with a strong preference for beating the ceiling of that country by 10%. Complexity: One Standard for all light vehicle classes (cars, light and heavy SUVs, and Light Commercial Vehicles). The "curve" should be a linear approach. Adjustments: Targets should be set 5 years in advance. The Standard should be reviewed every 2 years. Super credits (Multipliers for LZEVs) No, an Australian FES should not include multiplier credits (super credits). Super credits are dodgy accounting that makes no real-world emissions reduction. Super credits are for "innovative technologies" – Hybrids, plug-in hybrids and EVs are no longer "innovative technologies" as they have been around for decades. Most super credits will be phased out by 2024 in the US – this is earlier rhan we will likely be starting our own scheme. If we do include super credits, they should: Be for "innovative technologies", such as EVs under the $40,000 AUD mark, and EV utes which are still in their infancy globally. Consider including vehicles with a significant portion of their componentry made within Australia. Have public data regarding the portion of emissions abatement for each automaker. Be capped, apply at a rate of less than 1.5 per vehicle, and be phased out after 3 years.
90.	Brett Mason	Response to Fuel Efficiency Standard Consultation Paper To the Infrastructure Department, Thank you for the opportunity to make a submission to the Fuel Efficiency Standards Consultation Paper. Please see my responses to the consultation areas below: Guiding Principles The Guiding Principles of the Fuel Efficiency Standards need to have science at its foundation. The latest IPCC report states that we (as in, the world) has not done enough to prevent a 1.5C increase in global temperatures. In Australia, we have wasted at least a decade by not acting sufficiently to address global heating. A large part of this is due to our lack of Fuel Efficiency Standards. To make up for the lost time, Australia needs to act strongly and decisively. At a bare minimum, the FES need to back up the Paris agreement commitments, but more action will be required. Our lack of FES to date has resulted in higher costs of living for consumers who are not able to purchase the latest most efficient vehicles. Stringent FES will lead to savings for consumers as well as a greater selection of fuel efficient vehicles. As the electricity grid becomes cleaner thanks to the rollout of renewable energy, Australia's vehicle fleet needs to be updated to take advantage of this. Higher proportions of electric vehicles will reduce our dependency on imported fuel and improve our national security while also cutting global emissions due to shipping. FES Design: Starting emissions level limit & approach / Adjustments of limit level / Multiple targets / When should a FES start?

		Australia needs to be bold in setting a FES design and CO2 target - at the last election, it was obvious that the majority of Australians are fed up with the lack of progress on fighting global heating and that they are keen to take up the fight. The "Hunger Games" type of lengths that consumers are forced to engage in just to purchase an EV shows what people are willing to do. We need a standard and target that encourages car manufacturers to provide products that will help reduce our emissions. To make up for the decade of lost time, the standard needs to come into force as soon as possible - a date of July 1, 2024 should be agreed to give manufacturers warning. Again, to make up for lost time (the science says we cannot wait) we need to have a target at least matching New Zealand but preferably 10% stronger. The FES "curve" should be linear as we cannot use the excuse that future, not yet invented technologies will somehow magically reduce our emissions. The economies of scale of increased production of low emitting vehicles will bring down prices as technology improves. This is one can we cannot "kick down the road". The targets need to be ratcheted down regularly so reviews every 2 years will be required. Super credits (Multipliers for LZEVs) Super Credits should be limited to areas in which "innovative technologies" are still under development (for example, utes and heavy trucks). Any new vehicles will remain in the Australian fleet for at least a decade. The lost decade of inaction means that we must quickly adopt zero emissions vehicles and must leave behind hybrids and Plug-In Hybrids as we have wasted time already. The whole world is adopting zero emissions vehicles so super credits are not required but if they are included they must be targets on zero emissions vehicles or for areas in which emissions reductions are difficult at the current time. Other comments: We have a unique opportunity to provide lower overall cost, zero emissions transport to consumers but we must act quickly and boldly. Currently, we are not being serviced by the car manufacturers (for example, there are currently zero VW EVs available here) as they do not take our market seriously. The FES must work to attract zero emissions vehicles to our marketplace to make it easier for consumers to make the switch. Australians are keen to move to ZEVs and need the assistance that government can provide.
91.	Jenny Cottle	Response to Fuel Efficiency Standard Consultation Paper To the Infrastructure Department, Thank you for the opportunity to make a submission to the Fuel Efficiency Standards Consultation Paper. Please see my responses to the consultation areas below: Guiding Principles I am greatly concerned about the spiralling affects of Climate Change on our country and the world. I am also concerned about lack of infrastructure with alternatives to vehicular transport both in the cities and the regions for both citizens and heavy transport - making them reliant on cars and trucks. For too long Australia has been the recipient of vehicles (and historically the manufacturer) of vehicles whose efficiency is sadly lacking with the rest of the world - this is simply not good enough - both in terms of emissions and cost. FES Design: Starting emissions level limit & approach / Adjustments of limit level / Multiple targets / When should a FES start?

		WE NEED: * Higher efficiency standards on all new vehicles * We need taxes on old efficient vehicles (and subsidies to help the transition - particularly to non-fossil fuel vehicles) * We need to stop the subsidies on fuels (particularly diesel - which is not only a higher C02 emitter, but also emits other substances leading to health costs for Australia) * We need regulation to make clearly available the efficiency and emissions of all vehicles for sale - both new and used Super credits (Multipliers for LZEVs) No credits - just assistance for transition away from fossil fuels. Other comments: We need to act NOW, 2030 goals will be too late if we want a liveable future. We have passed the time to have faith in technological solutions to Climate Change - eg Carbon Capture which for all the $BILLIONS that have been spent is still not succeeding. We do not have time to live on hope. We need to act now - for us, our children and future generations if we are to have a liveable future.
92.	Daniel Coster	I congratulate the Government on taking this step, and removing the tarnish of Australia being one of the few developed countries without a fuel efficiency standard. I strongly recommend that any standard implemented needs to firstly be as stringent as the EU standard and secondly involve an equivalent penalty for failing to meet the standard. The rationale for both should be obvious. If the standard is lower, then we will remain in the same position - less fuel-efficient vehicles will make their way to our market, with the more fuel-efficient models going to the EU to meet the more exacting standard. If the penalty is not as severe, vehicle manufacturers may simply take this as the cost of doing business, potentially increasing prices to cover this. This also raises the important point of not reinventing the wheel - if the EU standards are accepted as reasonable, why not adopt the EU's scheme wholesale? This would have the benefit of speeding up the implementation of Australia's standard.
93.	Anonymous	The standards should attempt to regulate the deliberate tuning of diesel vehicles to improperly burn fuel leading to higher exhaust emissions, known within diesel car communities as "rolling coal". The deliberate inefficient running of these vehicles is both damaging to the environment and those that have to breathe in the exhaust.
94.	Anonymous	We do not need more consultation. We need action NOW. This “consultation” process is just a dishonest attempt to delay further and cover for the government’s failure to act. Just adopt the European standards today
95.	Peter Root	Australia is a car dependent country - both in city and rural areas. We cannot ignore the impact of our lifestyle needs on our environmental health. The introduction of these lower emission requirements is an opportunity for us to maintain our current lifestyles and to make a significant contribution to our environmental future.
96.	Josie	Bring in emissions standards ASAP. This is overdue. Make them strict. We need more EVs being sent here. Do not waste this opportunity with a weak, half baked policy that does not change the situation. We need to stop Australia from being a dumping ground for dirty polluting vehicles. While you are at it, cancel the

		incentives for people to buy huge utes when they don't need them. Australians have demonstrated at the polls that we care about the environment, and have no time or patience for a government that ignores the climate in favour of propping up possible fuels. Do the right thing - strong action on climate, or get voted out.
97.	Sean Morice	About time. First thing, the current subsidy for vehicles that can carry greater than one tonne must be scrapped. The proliferation of giant SUVs is so problematic; they block traffic and carparks, cause excessive wear on roads and of course create emissions commensurate with their very large mass. Instead, we should be incentivising small cars, like the Kei class in Japan, which is currently 660cc, but previously as low as 100cc. Size matters. If people want to drive around giant vehicles they should have to pay proportionally. Then Fuel efficiency policy should not stop there. Of course we should be supporting the uptake of electric vehicles, especially lower cost options (most of which are not currently available in Australia.) All my life I have ridden my bike as transport to reduce emissions, pollution and traffic and improve fitness and health outcomes, and never in my 50 years has there been any government support for doing so. Incentivise people for active transport (pay people to ride into the city) or at the very least massively increase spending on active transport - currently we are spending 2% of transport spending on active transport. Other forms of transport such as ebikes and escooters should also be supported. Basic physics tells us that moving a 15kg vehicle uses far less energy, therefore creates far less emissions than a 1000kg vehicle. When our current ICE car is retired, we'd like to get an electric vehicle, but I'm worried about charging. We live in a townhouse with no off street parking. One of the newest electric vehicles to come out are from Luvly in Sweden. It's a tiny city vehicle which solves that problem by being about to remove the battery and bring it inside for charging. We need to encourage and incentivise such innovative thinking.
98.	Anonymous	Diesel vehicles should be restricted to heavy trucks. Further the excise on Diesel should be increased and cars, vans, SUVs and utes that use Diesel engines banned from cities. Noise pollution is also a massive issue in our cities and tougher standards need to be enforced.
99.	Anonymous	I am writing to express my strong support for subsidies for electric vehicle (EV) purchases and the rollout of a large network of EV chargers as part of Australia's Fuel Efficiency Standard inquiry. The adoption of EVs is essential to reduce greenhouse gas emissions and improve air quality. With the increasing urgency to address climate change, transitioning to electric mobility is one of the most effective ways to reduce carbon emissions in the transport sector. However, the cost of purchasing an EV remains a significant barrier for many Australians. Subsidies for EV purchases can make EVs more affordable for consumers, thereby increasing their adoption rates. Providing incentives, such as rebates or tax credits, can help offset the upfront cost of an EV and make them more accessible to a broader range of consumers. This, in turn, can drive demand for EVs, which can lead to economies of scale and lower costs for EVs in the future. In addition to subsidies, the rollout of a large network of EV chargers is crucial to support the widespread adoption of EVs. The lack of charging infrastructure is a significant obstacle for consumers considering EVs.. Without a reliable and convenient charging network, drivers may not have the confidence to travel long distances or consider EVs as their primary mode of transportation. Therefore, the development of a comprehensive and accessible charging network is critical to enable the transition to electric mobility. This requires significant investment in charging infrastructure, including public charging stations, fast-charging stations, and destination charging stations. In summary, subsidies for EV purchases and the rollout of a large network of EV chargers are essential to accelerate the transition to electric mobility in Australia.

		These measures can reduce carbon emissions, improve air quality, and support the development of a more sustainable transportation system. I urge policymakers to prioritise the development of these initiatives as part of Australia's Fuel Efficiency Standard inquiry.
100	Oscar Lupton	Every effort should be made to tighten fuel efficiency standards. On top of this, there should be stricter GVM and size standards. Regulations should financially disincentivise vendors from producing and selling less efficient vehicles, and encourage consumers to select vehicles more appropriate for their use cases. Categories such as trucks and SUVs should be taxed at a higher rate than compact vehicles due to the greater size, GVM, and emissions putting a greater toll on infrastructure and public health.
101	Sam Sissons	We should be introducing similar fuel efficiency standards to Europe / US as soon as possible. The longer we delay the more highly polluting cars are added to Australia’s vehicle fleet. What is taking so long?
102	Anonymous	Please just make a decision to improve fuel efficiency standards. The public have been waiting for this.
103	Anonymous	We are a good 8-10 years behind the rest of the world, especially Europe when it comes to emission standards. This is evident if any time is spent driving around the UK or European countries; the cars are smaller, mostly hybrid, and fit-for-purpose. The proliferation of larger, American-style trucks is not only harming the environment, it's causing unnecessary damage to infrastructure as well as greatly endangering the lives of pedestrians. Use of these large vehicles is understandable in remote/rural areas, but for inner-city drivers they should be paying a hefty tax to own & drive larger vehicles for their daily commute.
104	Anonymous	When is Australia going to offer subsidies on electric vehicles (EV)? The USA offers up to $7500 USD tax credit for small vehicles up to $55K retail price (MSRP) and up to $80K for SUVs/Utes . And what about the luxury car tax (LCT) of 33% for fuel efficient vehicles over $84.9K. Tesla the world leader in EV production has two popular and SAFE models, the S (sedan) and X (SUV) which are unaffordable because of this impost.
105	Ali Walsh	Please consider making the standard very efficient, I realise there needs to be a path to get there as we don't want to suddenly shift the factors that drive what is being imported but make the end of the path a very, very efficient place and the path not too long.
106	Anonymous	As stated, Australia is very behind the rest of the developed world when it comes to energy efficiency standards. As we transition to renewable electricity generation, we need to work just as hard as improving energy efficiency, achieving the same results from less consumed energy. A huge part of this is tackling Australia's transport emissions which are, as stated, some of the dirtiest and least regulated in the world. The only reason our big cities aren't smoggy like a comparable South-East-Asian or Northern-European cities is because we have a lower population and density. However, a growing and more densely packed population will change this. With strong FES implemented, cleaner running ICE cars can start picking up, coupled with more BEVs. I also think the FES needs to be strong enough that it's an effective deterrent to bother with ICE cars at all, not completely knock them out, but limit them to only the cleanest running. Imagine an Australia where BEVs are your regular cars, and an ICE car is a luxury item for only occasional use!
107	Peter Allan	Stop kicking this down the road. Implement standards at least as strong as Europe and NZ and stop pandering to toyota at the cost to taxpayers. Do not wimp on this

108	Anonymous	Sounds like a good idea
109	Bob T	IIt is shameful that we are in the same boat as Russia!
110	Anonymous	We need emissions standards urgently in Australia. Furthermore - these standards need to be ambitious. Australia is seemingly obsessed with large diesel 4WDs and oversized SUVs that never leave the pavement. There was a time not that long ago when a humble sedan would serve a family of four. Only a select few families will ever actually need such hefty, cavernous vehicles. And yet, a recent article on ABC suggests a future standard would allow exceptions with these high emitting vehicles because they are more difficult to adapt for lower emissions. See this disappointing quote from Federal Chamber of Automotive Industries chief executive Tony Weber, "I think we should have two separate targets, one for essentially sedans and smaller SUVs where there is more capacity to make greater gains quickly, and then we should have another target for the larger vehicles ... which make over one third of vehicles in Australian sales, because they are more difficult to transition to a low emissions environment." Such a position flies contrary to the wider goal of reducing emissions. It is not enough to simply offset high emitting vehicles - whereby the responsible buyer must carry the burden of the lazy polluter. A fair and universal standard is needed for all - if people will cling to 2-tonne, emissions-heavy, mall crawling status symbols - then we shouldn't be letting them off the hook and they can pay a hefty tax. In addition, continued green washing of car manufacturers that claim PHEVs are a low emitting solution have also been debunked.. Examples of real-world tests by journalists at The Driven undertaken for models from BMW, Renault, and Peugeot demonstrated emissions up to *seven times higher* than claimed by each manufacturer. We absolutely need regulation of unrealistic and outlandish claims if the objectives of these standards are to achieve the goals of reducing emissions. BEVs are the only proven, scalable solution that emit zero tailpipe emissions, as unfortunately green hydrogen is just a less thermodynamically efficient technology. To digress and infer, please ensure any new emissions standards do not allow easy outs for the continued glut of huge sales of highly emitting ICE and PHEV vehicles, regardless of claims to the contrary by car manufactures. Increased BEV uptake is the only existing solution that is proven to work, and the standards need to reflect this.
111	Clint Turner	I'm quite disappointed the the EV strategy has been announced after quite a long period and we are still at the consultation stage. We need a rapid introduction of standards that are comparable to those in the markets. They also need an automatic ratchet to keep aligned with the world-bests standard so that we don't get so far behind and get stuck with 2nd rate models in our market. I'd suggest that, at the latest, these rules commence July 1 2024 so that this next model year is the latest model year we are overlooked for adequate supply of all the most efficient models.
112	Justin Halliday	I strongly support the adoption of world-leading fuel efficiency standards for Australia. The adoption of these standards will reduce CO2 emissions, particulate emissions, and force changes in manufacturer and consumer behaviours. The rapid increase in the number of large 'work' vehicles, due to Commonwealth tax incentives, means that these vehicles must be subject to strong fuel efficiency standards. Without strong fuel efficiency standards on these large work vehicles, such as utes, the entire impact of the fuel efficiency standards will fall on 'normal' vehicles, such as sedans and smaller SUVs. Furthermore, these incentives for these large vehicles do not reflect their disproportionate impact on road infrastructure (due to their weight), CO2 emissions, particulate emissions, and the danger that these vehicles pose for pedestrians, cyclists, and other road users.
113	Robin Frousheger	Our standards need to achieve two main goals: keep the planet habitable for humans, and for transport to be cost effective for the greatest number of people. We live on a planet with finite resources and an exponentially growing population, so strong regulation of all emissions and efficiency (including EV efficiency) is

		required - word play games around profit or economic sustainability is pointless when we run out of resources required to live.
114	Anonymous	I'm happy to see that the government is taking action towards low and net-zero emission vehicles. Before submitting a more formal document, I would like to leave some short suggestions for this proposal. General demand: Supply Euro6-compliant petrol and diesel as soon as possible. 1. The fuel price is not supposed to be significantly increased by any means. 2. Should not force manufacturers to sell any new but unreliable products.. 3. Fuel efficiency should have effects on the vehicle's registration costs. 4. Take any appropriate steps, even if they make relatively small sense. Do not put too much emphasis on the carbon reduction effect of introducing BEVs and PHEVs. - For example, standardise RON95 petrol rather than the current RON91 Unleaded. In other words, make RON95 the Regular Unleaded petrol and delete the RON91. The fuel saving of the high-efficient engine can offset the marginal cost for this step. - Another example is to mandate start/stop function and/or mild hybrid technologies on ICE vehicles which would help reduce fuel waste from these vehicles without causing maintenance trouble for people. 5. While regional Australians still need Utes and 4WD vehicles to be their family member, it is necessary to reconsider any tax-related policies that encourage urban residents to high-emission vehicles when they don't need them at all. [General rule: Stop fuel wasting!] 6. The government can provide a subsidy for the installation cost of the home charger. The charging cost should be calculated separately from other household electricity bills. 7. The government can provide tax breaks for companies, especially for small business entities, that install their own EV charging box in their parking lots AND use EVs or PHEVs to be their workmate vehicles. - For example, to provide tax breaks for electrical engineering tradies who use a PHEV ute and charge their vehicles in the company's parking space at night. - Another example is to provide tax breaks for self-employed couriers who use an electric van and charge their vehicles in the company or at home..
115	Gregory John Olsen	Greetings Cleaner Cars, Robust fuel efficiency standards are needed for sure, but the NEVS says nothing about bi-directional charging of EV's and it really needs to. I believe that SA is the only State to have established standards for bi-directional charging, but we also need a national standard for both Vehicle to Grid (V2G) and Vehicle to Home (V2H) connection. What makes this is so important is that it makes the storage capacity of our 20 million cars (soon to be EV's) with their 4 times larger than a home battery capacity available to the grid for the 97% of time the cars are not actually driving anywhere. It adds up to several Snowy2.0's of storage distributed around our grid helping to reduce not increase demand on grid infrastructure and thereby helping to eliminate the problem of intermittency in renewables generation, reducing the need for curtailment and further improving the economic viability of renewables and practicality of getting to 100% renewables whilst keeping the lights on. https://johnmenadue.com/myopic-thinking-electric-vehicles-and-renewable-power/ On a personal note, our household has a 13.2kW/10kW (panels/inverter) PV system. We are also proud owners of a BYD ATTO 3 Extended Range since September 13, 2022. Driving and EV is a revelation. It's costs us only $2.10 every 100kM it travels. We just plug into a standard powerpoint to charge.

		However, our ATTO 3 is an interim EV for us. We're waiting for an electricity grid that is fully V2G capable. I want our EV battery to be part of the building of an electricity grid fit for purpose in 2023. Please consider nationwide regulations to expedite a V2G and V2H capable national grid. Thanx. :-)
116	Anonymous	We should not aim for mediocrity – the Australian FES should be equivalent to the European market (115 g CO2/km in) and our standard should be linked to the European standard so that, if it changes, ours does too. We should start strong our FES strong and start soon.. There must be a clear method of measurement and clear/effective penalty mechanism. If it is cheaper to pay than to comply, industry will simply pay the fine.
117	Brian Condron	My preference is for Australia to select the best practice of every other OECD country that has dealt with the FES issue, and bloody get on with it. In part, the current federal government was elected to move Australia forward in the area of EVs. This discussion paper can be seen as another deferral. My suggestion: find the courage to move the stated timelines and have a legislated fuel efficiency standard in place by Christmas! Do I need to add 2023?
118	Gordon Chirgwin BE ME Dip Bus MIEAust	Australia should introduce efficiency standards as follows: Vehicles below 4T - New Fleet Sold 35g/km by 2030, nil by 2035 Heavy vehicles 55% current emissions by 2030, 25% current emissions by 2035, zero by 2040. We also must introduce standards for emissions for rail locomotives similar to heavy vehicles. By 2045, no vehicle should be registerable except for historical registration unless it is zero emissions. We already produce electric versions of heavy vehicles. The standards will give heavy vehicle operators added incentive to convert their fleets, as well as giving car importers and Australian manufacturers incentives to deliver electric vehicles. The tapering of the standards is a concession to the difficulties of operating pure lectric vehicles in remote areas and the time needed to develop cost effective hydrogen cell technologies.
119	Anonymous	Most Australians live in the capital cities which means most Australian have spent their lives breathing in car exhaust. None of us have ever been compensated by motorists for having our lungs used as air filters. No doubt most of us are drivers or benefit from being driven. The exceptions of cyclists and pedestrians simply get only the negatives - including roads and crossings being far more dangerous than they should be, and a city sprawling over a far greater area to accommodate all the parking and road space required by motoring. Regardless, we are designed to breath clean air and all benefit from less exhaust pollution. It would also take pressure off our medical services.. Electrification of transport will have many benefits; Australia only ever has a few weeks worth of oil supply. From a security point of view, this is shocking and electrification of vehicles allows powering by local generation, yesterday's sunshine and wind. Even run on purely on coal, electric vehicles are better as the exhaust comes out of a stack 100m high, 200km away not at pram height just metres away. Cleaning up car exhaust is well, well overdue.

120	Pariev	Australia is already a dumping ground for high emissions vehicles. We need to ignore the noise from manufacturers and their associations and get on with legislating strong emissions controls ASAP. The EU and others have the models we need to be as string as they are.
121	Michael Smith	Due to the lack of change in standards over the longer period of time Australia has no option but to change quickly to EU standards ASAP. Please act quickly to ensure the health of our children and our future children
122	Anonymous	The government must not interfere with the free market, by either subsidies or regulation. Australia is a free market economy, and historically government interference in the free market has almost universally led to very negative outcomes. These outcomes include greater expenses to the consumer and inferior products for the required role. Globally, government controlled markets have failed, as the free market has succeeded. By interfering, the government is saying they the government are smart, the public are stupid and the government knows what is better for everyone. Which is clearly not the case.
123	Philip Pogson	Revised Fuel Efficicency Standards are essential for Australia. Our nation has some of the lowest standards in the devevloped world. As a result, our fuel costs are higher, as is overall transport pollution. Vehicle manufacturers are 'dumping' cars on us that they cannot sell elsewhere. I am therfore very supportive of tougher standards as a matter of urgency..
124	Jens Svensson	When will Australia start to lead instead of always following way behind progressive countries. Strict fuel standards will save money, improve air quality and increase available EV's, what is not to like. DO IT TODAY.
125	Noi Teng	Please get on with it!! Enough consultation, enough examples to follow for a start, fine tuning always an option. It's not rocket science, and the delay simply adds to the carbon burden!
126	Anonymous	The recent prevalence of imported American trucks of gigantic proportions makes no sense in the context of increasing fuel prices and other industries taking action on climate change and emissions. A fuel efficiency standard is highly desirable to incentivise people to purchase cars based on efficiency rather than what is the biggest in size. Increasing the cost of large fuel inefficient vehicles has a flow on effect of incentivising electric vehicle purchases and transition to other modes of cheaper transportation such as public transport. Fuel efficiency standards also help to prevent additional damage to our roads - highly polluting 'yank-tanks' like the Dodge Ram, Ford Raptor etc are somehow exempt from paying additional state registration fees however they cause significantly more damage to roads than other cars with the same amount of engine cylinders.
127	Anonymous	I currently have a diesel ute. Although I am not planning to replace this for at least 5 years I do plan on purchasing an EV as my next vehicle. I believe Australia has lagged behind for too long on this issue and we should immediately legislate a fuel efficiency standard that is at least equal to that of the EU, with a start date no later than 01/07/2024. We can't fix past mistakes, but we can make the jump to be where we should be.
128	Gary A Salisbury	As an EV owner I am constantly amazed and disappointed when friends and acquaintances continue to purchase internal combustion engine vehicles and

		hybrids thus remaining locked into the cycle of outlaying large amounts of money on inefficient polluting fuel while lining the pockets of the large oil companies.
129	Gordon Jones	I support the Government's Fuel Efficiency Standard because it will provide greater clarity of EV's efficiency and encourage vehicle manufacturers to reduce prices, improve supply of EV's for consumers and will allow more Australians to own EV's
130	lindsay Peters	As part of the global effort to reduce carbon emissions, to preserve a precious non-renewable resource, and to save lives by improving air quality by the reduction of particulate matter, Australia should definitely adopt stringent fuel efficiency standards, as has been done in Europe and other developed countries. As part of this, we should stop the annual $10 billion subsidies to fossil fuel companies, the diesel fuel rebate, and the tax subsidies for companies that use 1 ton vehicles.
131	Shawn Richards	Let's get on with it! Australia has been backward in this area and this has inhibited uptake of EVs. We need to adopt the same standards as the USA, the EU and NZ. Let's ensure that infrastructure runs ahead of EV uptake, it's highly inhibiting if chargers aren't available. Let's stop the sale on new ICE vehicles, the ACT has done so, let's get this happening on a national basis. Let's get ahead with the uptake of renewables to energise this sector. There's so much to done, it looks like we're dawdling if we're to meet Net Zero by 2050
132	Pete Whittle	Australian government policies have been responsible for the proliferation in recent years of SUVs and pickup trucks (large utes). This has caused worsening emissions and fleet fuel consumption. It impacts adversely on household budgets and trade balance. It clutters roads and makes them unsafe for other users, especially cyclists and pedestrians. It will take years to undo the damage of this policy failure. It must be done quickly and vigorously to save lives and enable climate change targets to be met.
133	Anonymous	There is no requirement to be made by your other than beyond ensuring fuels meet modern engine standard. Australian standards are below specification for the highly efficient modern IC engines in most Australian vehicles. You have allowed Australia to be a dumping ground for dirty fuels, whereas clean Petroleum and diesel fuels are not only readily available but actually specified by manufacturers.. The issue is your standards, not ICEs.
134	Jeff Prcevich	I would think that it would be easier to adopt a European standard rather than going through a process of developing and maintaining our own which takes a lot of time and expense
135	David Stonier-Gibson	What is there to discuss? The EU has standards that work. New Zealand has standards that work. The EPA in the US had foreshadowed tougher standards than the EU has. Norway has standards and incentives that work spectacularly. So stop dickering around with "consulations", aka "What will our donors in Big Oil say?". Just adopt the EU standards and move on!
136	Mark Steward	I think it is time Australia stopped lagging behind Europe, and the USA and bring in zero emissions. Do away with the sale of petrol and diesel vehicles on our roads, that way we will get electric vehicles straight away which will help reduce air pollution and start help to save some of the eleven thousand people who die from poor health from air pollution. Also it will mean that cheaper electric vehicles will come quicker and say us all some money in running costs. Let’s stop being a back water country and get on with the coming change sooner than later.

137	Anonymous	I think this is absolutely required. Australia has long been the dumping ground for ICE's due to not having any emissions standards. If we want to have an electric vehicle market available to everyone of all socioeconomic backgrounds, this is a must
138	Anonymous	Australian governments have allowed the proliferation over recent years of larger SUVs and light-duty trucks.. These larger vehicles are: 1) a marketing ploy to maximise profits for the overseas auto industry 2) for most users far larger than they actually need to convey occupants/luggage 3) inappropriate in an urban environment, and 4) have increased fuel consumption and worsened emissions. These excessively large and costly vehicles continue to adversely impact household budgets and the trade balance. They congest roads and makes them unsafe for other users - especially vulnerable roads users (people walking and people riding motos, bicycles and scooters). It will take years to undo the damage of this policy failure. But unwinding this mess must be done quickly and vigorously to save lives and enable climate change targets to be met
139	Benjamin H	Although this is nominally about improving the fuel efficiency of the new cars that are sold, there are a number of other extant externalities which could be improved upon through this process. The target of the legisltaion should be a more comprehensive 'healthy vehicle standard' to address the reality that larger cars are worse in many ways and should be discouraged. This process is likely to be the best opportunity to address this issue as any weight based charging will discourage EV take-up due to their higher weight. - Large vehicles impact significantly on the road safety of vunerable road users but this cannot be easily addressed through road safety standards without outright bans. - Large vehicles are heavier and cause increased road wear and particulate emissions from tyres and brakes - Large vehicles parked on streets affect parking, sight lines, and amenity. I recommend that the department consider any outcomes of the Victorian parlimentry inquiry into vunerable road users
140	James Falconer	My hobbie is sailing a beach cat (180kg) that I tow on a 300 kg trailer. So with current tech, an ZEV/BEV is not practical/viable. I love using the power of nature (wind) to sail around Moreton Bay (I'm from Brissy) but don't want the stress of having a sundowner (just one with food) at the end of day and worrying if my vehicle will get me and the family home. Note we have a one car policy (personal choice), so don't want to have keep a petrol car for sailing and EV for around town. I'd like see the following: - improved access to SUV hybrids via much higher discount thesholds e.g. FBT exemption and rebates ($3000 without income testing). To buy the equivalent SUV in any electric form I'll be paying more than 30% for my next car and receive no incentive. That'll take, based on various inputs and assumptions, about a decade to start saving but by then facing the possibility for the need of a new battery (costing more).

		The government policies need to be more inclusive of those that can afford $100,000 to $150,000 cars.
141	Chris Campbell	I have been of voting age in Australia for over four decades, can I suggest something radical for an Australian Government. Rather than listen to all the vested interests, consultants, and political lobbyists, make live easy for the Australian public, and the car manufacturers and adopt the European standards, rather than build our own. The European market represents the largest target for all vehicle manufactures outside of those in China, and India, so adopting their standard would mean that the car makers would understand the rules and requirements, remove any wriggle room lawyers might wish to exploit, and give Australian buyers like myself access to better priced EV in the future. Simple, focussed, and understandable, let's make things easy for once.. Many thanks Chris Campbell
142	Chris christoff	Emissions standards are required to support our Climate and Health goals. They drive the market and will stop auto makers from dumping their old fleet here. Time for change
143	Anonymous	many modern, fuel efficient cars are not sold in Australia due to low quality fuels that are imported. The high efficient engines used overseas will not run on the poor quality fuels available in Australia. The primary example is the "autogas" sold in Australia, which is made from butane, the lowest quality gas available. We also have a major uptake of diesel cars and suv's in the country, whilst other countries are already banning them from their cities. e.g.: all London cabs have been re-engineered as electric, as diesel vehicles are banned from London. Collecting diesel particulate (carbon) in the exhaust and burning it off in large chunks in a short period of time is NOT a cleaner version of diesel, it is merely a mechanism to pass EPA guidelines.
144	Anonymous	I am 59 years old with 2 grandchildren, I have become aware over the last few year of the damaging effects of vehicle emissions to everyone and especially children, I am also aware of the lack of understanding the general public seems to have on this subject with what looks like active lobbying by car companies like Toyota to avoid any improvements to vehicle emission standards. Strong emission standards are very important as soon as possible, it will take a long time for the polluting cars to ware out so the longer we wait the longer children are exposed to the pollution. Please for our children and grandchildren act strongly decisively and quickly.
145	Murray Manning, MSc, BEnvSc	To whom this may concern, I am writing in support of this legislation. Fuel efficiency legislation is an environmentally and economically important piece of legislative reform. Lowering the domestic dependence on price volatile commodities reduces the inflationary pressures through the Australian economy. The environmental benefits are broad from reducing disease burden from PM2.5 pollution within our capital cities and most importantly reducing the impacts of climate change. Due to the overwhelming broad benefits of this bill to the public, environment and the economy, I urge the parliament to pass this legislation. Thank you for your time. M. Manning
146	Matt Blanc	I am writing in support of this legislation. Fuel efficiency legislation is an environmentally and economically important piece of legislative reform. Lowering the domestic dependence on price volatile commodities reduces the inflationary pressures through the Australian economy. The environmental benefits are broad

		from reducing disease burden from PM2.5 pollution within our capital cities and most importantly reducing the impacts of climate change. As a part of my support, I urge legislators to resist calls from vehicle lobbies for any loopholes in this legislation, especially in regard to SUVs, light trucks, etc. The negative impact of these sorts of loopholes can be seen in the USA. There the 'light truck' category has an exemption, which has lead to increasing amounts of highly polluting (and dangerous) cars on the road. Legislation like this is ineffective unless it covers all bases. Due to the overwhelming broad benefits of this bill to the public, environment and the economy, I urge the parliament to pass this legislation.
147	Robin Massey	The response to the National Electric Vehicle Strategy consultation was clear, without a fuel efficiency standard, there is no requirement for global vehicle manufacturers to send their best fuel saving technology to Australia, including high efficiency internal combustion engine technology, hybrids and electric vehicles (EVs). The lack of proper incentives also means that the plug-in hybrids and EVs supplied to Australia can also be more expensive. As a result, fewer low emissions vehicles flow to the used car market where around 70% of Australians purchase their vehicles. Please ensure Australia has a high fuel efficiency standard so we dont become the dumping ground for inefficient cars plus this initiative will be way better for the planet
148	Anonymous	It seems very clear that we need to move to electric / low emissions vehicles. The only reason to to delay or to propose unambitious targets is the fear of lobbying by vehicle manufacturers and the fuel industry. This needs clear leadership by the government, and the vehicle manufactures will follow, as they are in the EU..
149	Shimon de Valencia (Ph.D)	Returning to Australia, after being overseas for 6 years, I was shocked at the poor air quality. The high cost of fossil fuels is also of concern. The introduction of fuel standards will both bring us into line with the majority of our trading partners, and have material and health benefits for the nation, and its' people. We will stop being a dumping ground for poor emission vehicles, and promote the introduction of EV's. This will help us with the ongoing issue of fuel security, and improve the quality of life of all Australians. It will also ensure that Australia is not an outlier of the growing movement away from Fossil Fuels, and towards net zero. Something the vast majority of Australians support.
150	David Lee	We are in a climate emergency. We need strong leadership to make the hard decisions to get us where the science tells us we need to be. The majority of Australians, myself included, want more options to increase competition and decrease prices on EV's. We don't get this if the Australian government doesn't step up and mandate stronger fuel efficiency standards. We need to make up for the lost decade of liberals in government and mandate fuel efficiency standards that are as strong as other developed countries. And we need a mandate to phase out the ability to purchase ICE vehicles by 2025 like other countries and a suite of incentives for the uptake of EV's. We don't need to reinvent the wheel. Just select the best policies from the top 5 countries that are leading ev uptake.
151	Leon Gross	Attention: Director, Fuel Efficiency Standards—Surface Transport Emissions and Policy Division Submission: Fuel Efficiency Standard Cleaner and Cheaper-to-run Cars for Australia I urge the Australian Government to implement a fuel efficiency standard to promote the adoption of low and zero-emissions vehicles, reduce emissions, lower

		fuel costs, and help achieve our net zero target; with progressive tightening of the standards over time to avoid a repeat of the current situation where we have fallen so far behind. The transport sector is a major contributor to Australia's greenhouse gas emissions — accounting for 19% of total emissions — and it is projected to become the largest source of emissions by 2030. On average, passenger cars in Australia emit 40% more carbon than cars in the European Union, 20% more than the United States, and 15% more than New Zealand. This disparity in emissions highlights the urgent need for a fuel efficiency standard in Australia to bring our vehicle emissions in line with global standards, and even exceed the current standard to incentivise manufacturers to keep progressing development. Australia lags behind other industrialised countries in implementing a fuel efficiency standard. Over 85% of cars sold worldwide are covered by such standards; including in the United States, the European Union, New Zealand, China, India, and many more. As a result, Australians are being left behind as the world shifts towards cleaner cars, and we are paying higher fuel costs at the pump due to less efficient vehicles; let alone the costs to our health with increased emissions. The recent National Electric Vehicle Strategy consultation clearly indicated that without a fuel efficiency standard, global vehicle manufacturers are under obligation to send their best fuel-saving and low emission technology to Australia, including high-efficiency internal combustion engine technology, hybrids, and electric vehicles (EVs). The absence of proper incentives also leads to higher prices for plug-in hybrids and EVs in Australia, further limiting consumer access to low-emission vehicles. This issue is particularly concerning as around 70% of Australians purchase their vehicles from the used car market, where the availability of low-emission vehicles is currently limited. Implementing a fuel efficiency standard in Australia would have multiple benefits. It would reduce emissions from the transport sector, contributing to our national efforts to combat climate change and achieve our net zero emissions target. It would also provide consumers with greater choice of more efficient petrol and diesel engines, hybrids, and affordable plug-in hybrids and battery EV options. Additionally, it would drive innovation and investment in cleaner vehicle technologies, creating job opportunities and promoting economic growth in the automotive sector. Public transport must be considered, the move to electric trains and electric buses as well should be incentivised with penalties / rules to prevent fossil fuelled modes of transport lagging in emission standards. Safeguards need to be implemented in the electrification of transport fields as well; sources of raw materials such as cobalt, lithium, neodymium and others for batteries and motors, plus end-of-life recycling requirements. Some have said electric cars are here to save the car industry, not the environment. Hence a massive expansion of electric public transport fuelled by responsible renewables and nuclear energy is required. As we move (too slowly) towards a more sustainable and cleaner future, it is imperative for Australia to catch up with other countries by implementing a fuel efficiency standard. I urge the Australian Government to work with all stakeholders; including the vehicle industry, climate groups, think tanks, unions, regional Australians, and individuals; to design a strong fuel efficiency standard that is suitable for Australia's unique circumstances. Let’s act now to promote cleaner and cheaper-to-run cars for Australia, reduce emissions, drive innovation, and safeguard our environment for future generations. Best wishes, Leon Gross Note: Text of submission and my name can be publically published.
152	Brett Tobin	Australian Fuel Efficiency Standard

It should be obvious to any informed adult that Australia is in desperate need of a fuel efficiency standard. At this time there is absolutely no incentive for vehicle manufacturers to supply fuel efficient vehicles to Australia as there are no fuel efficiency requirements to meet and no penalties. The fuel efficiency standard should take into account the fuel efficiency of the fleet of vehicles sold in Australia by a specific manufacturer and should include financial penalties if the fleet fuel efficiency targets in a specific year are not met. The fuel efficiency standard should also consider the CO2 and other harmful combustion byproducts emitted by fossil fuelled vehicles as there is significant evidence that pollution from transport in our major cities is directly linked to increased hospital admissions and mortality.

The Fossil Fuel lobby has been mounting a disinformation campaign in Australia for some years to convince politicians and members of the public that there is no technological alternative to the burning of fossil fuels in vehicles fitted with internal combustion engines (ICE) due to the large size of Australia and our supposed need to pull heavily laden caravans for over 600km without stopping to refuel. This statement which was made recently by a large fossil fuel vehicle manufacturer is patently silly as electric vehicles can tow heavy loads and still have a useful range. The Tesla Model X has been used to tow caravans across Australia for some years now and my wife and I actually saw a Model X towing a caravan in rural Western Australia in September 2017 when we did a driving trip from Brisbane to Western Australia and back. All that is needed for electric vehicles to traverse the large distances in Australia is a nationwide network of reliable fast chargers on all major highways and in all major urban areas and rural destinations. The Tesla Model 3 which I own, can also be fitted with a tow bar that enables it to pull a mid sized trailer but not a caravan.

I understand that the ACCC is now pursuing companies that misrepresent the environmental impact of their products in a practice called greenwashing. There should be a similar law to allow the ACCC to pursue companies that argue against more environmentally friendly products in order to preserve their business interests. There is a well known overseas vehicle manufacturer that leads the pack in making negative claims about electric vehicles and their dodgy and false claims which are widely reported in the media continue to mislead the Australian Public.

In recent years there has been a trend towards oversized vehicles on Australian roads that are not used for the purpose that they were designed for. In Brisbane Australia the prime usage of an Everest, Landcruiser, Prado or Pajero is to take small children to and from school. Such large 4 wheel drive vehicles excel at off road driving however many are never driven off road and are instead used as Urban Tanks. Apart from the extra fuel consumed and the extra emissions emitted by these oversized vehicles, they present a significant safety hazard in urban settings due to their size and bulk as it is impossible to see past an Urban Tank if they pull up beside you and you cannot get into or out of your car if they park next to you in a car park. These Urban Tanks are also lethal when involved in traffic accidents due to their size, bulk and mass.

In order to solve the significant Urban Tank problem there needs to be a financial disincentive for their usage in highly populated urban areas. I have read that New Zealand has introduced a new fee applied at purchase that applies to vehicles that emit more than 150g CO2e/km to act as a financial disincentive for the purchase of inefficient highly polluting vehicles. The link to this new requirement follows: https://www.transport..govt.nz/area-of-interest/environment-and-climate-change/clean-cars/#:~:text=A%20charge%20will%20now%20apply,dollar%20amount%20of%20new%20vehicles.

I strongly recommend that a similar fee on the purchase of high emission vehicles should be considered for Australia as well as a nationwide strategy to incentivise the uptake of zero emissions vehicles. This strategy should include a discontinuation of the luxury car tax for zero emissions electric vehicles as the purchase price of a long range zero emissions electric car in Australia is significantly affected by the high cost of batteries at this time. The money raised in the fees on high emission vehicles could be used in the rollout of more fast charging stations, to provide

		incentives for the purchase of zero emission electric vehicles and to provide funding to States for the increased healthcare burden caused by the emissions from fossil fuelled vehicles. I have been driving a Tesla Model 3 long range electric car since September 2019 and I am appalled by the lack of coordination between the Federal and State governments about incentives for electric vehicles and proper investment in fast charging stations with multiple chargers. A single fast charger in a remote area is useless if it is out of order and there is no nearby alternative. Electric car trips between major capital cities on major highways on the East Coast are relatively easy but there is very patchy coverage of electric car charging stations in rural areas. This is easily fixable by encouraging rural councils to install multiple Type 2 destination chargers in every town as I would be happy to charge my car on an 11kW Type 2 destination charger instead of a 2kW socket outlet. A single destination charger can be installed on the outside of an existing building with a power supply for around $2000 so more chargers can be installed rapidly and cheaply across Australia to address the current gaps in rural areas. I am happy to pay for the electricity used at a destination charger at a rate which gives the owner of the charger a fair return on their investment and provides funds for maintenance. This is obvious to an electric car owner but unfortunately there are very few Federal or State politicians who actually own or drive an electric car at this time. I look forward to the Federal Government speedily introducing a fuel efficiency standard that discourages the purchase of new inefficient highly polluting fossil fuelled vehicles and incentivises the supply and uptake of zero emission electric vehicles
153	Edward	Australia is very much behind the rest of the world in regards to fuel efficiency standards. We need strict standards that are modern and similar to other countries around the world. Not only does this benefit CO2 emissions, but also makes cars cheaper to run as they don't burn as much fuel. Most importantly, they help with the introduction of electric vehicles, something that should occur much faster than it is currently.
154	Anonymous	I support a strong fuel efficiency standard. Please bring in a fuel efficiency standard at least as high as the US proposed standard. There is no need for further delay
155	Keith Wein	The sensible solution is to simply adopt the European Standards, and gain the benefits of vehicles designed for Europe which could then be exported to Australia. Don't be fooled by the silly statement "Australia is different"; it isn't. People drive big distances in Europe, as well as the usual city commutes, over good and poorly maintained roads just like Australia. We will fail to be mainstream if we pretend we know more than the experienced Europeans and their car makers and invent our own Australian standards - remember the child seat fixing fiasco? And any process to invent our own standards will encourage interference from car importers and dealers who are inevitably against change and who will attempt to ensure our standards are watered down - for their benefit, not the long term health of our Nation nor the need to lower our long term vehicle expenses (fuel, servicing etc).
156	Anonymous	I don’t see how this would help people in australia as we don’t manufacture cars here anymore and all cars that are manafactured overseas have to meet euro emissions standards anyway all I can see is this is a way that the government would push us into EV vehicles which don’t suit all people in this vast country. Another issue is the fuel quality in Australia is no where near the quality in other countries and this is why we already have some cars bought over here having issues and ending up being costly to there owner and we all know a ICE will run more efficient on good quality fuel so this would possibly be why there reaching better efficient in other countries.So start by making fuel companies supply better quality fuel .Considering we only contribute to 1% of the world’s pollution I think we could honestly spend our money on more important things .

157	Anonymous	Australia should introduce the highest fuel standards to tackle vehicle emissions. We no longer have a domestic manufacturing capability, so there is no longer a need to tailor regulations to support our own manufacture of vehicles. We should instead now be insisting on world's best practice for our vehicle standards. We have become a second-class market for older, dirtier technology and this put the health of our population at risk. Aligning with the latest European fuel and emission standards will force manufacturers to include Australian buyers in the rollout of their newest products, not as a dumping ground for obsolete models that can no longer be sold in other markets.
158	Anonymous	It is absolutely paramount that if Australia takes on the approach of dual/multi classifying limits different vehicle classes to have strict classification rules around the vehicle types, the dual classification limits in many other countrys (eg. US) is driving car manufacturors to circumvent the rules by supplying big SUV's and classfying them as light commercial vehicles. Australian's roads does not benefit from having large cars on it's roads which are studied to be more dangerous for pedestrians and other road users.
159	Peter Jack	The least we can do is to catch up with the rest of the advanced economies and immediately adopt the European standards. After that we can then review the situation with the aim to get to world's best practice. For too long Australia has ignored its responsibility to this issue
160	Nicholas	Please consider tradies when you decide on the fuel efficiency standard. We need to drive long distances & carry heavy tool/materials daily. I suggest we leave commercial vehicles (Utes, vans & trucks) out of the fuel efficiency standard until sufficient technology is dependable & readily available. We need towing capacity & range unfortunately. This isn’t achievable with current generation electric engines or smaller diesel combustion engines. That being said you can impose restrictions on large unnecessary inefficient vehicles that use excessive fuel due to their size. Like F250s, Silverado’s & dodge rams etc
161	Bruce MacDonald	I am writing as an individual, not a company. I have no affiliation with any relevant company, or any professional knowledge. But I do have self-taught knowledge. Thank-you for providing a detailed and helpful consultation paper, which I have read. 4.1 Design Assumptions While I understand that this proposal is intended to apply only to passenger and light commercial vehicles, it seems like a missed opportunity, I hope to see a corresponding standard introduced for heavy vehicles in the very near future. From what I have read, due to their usage patterns and fuel consumption, despite only accounting for 1% of vehicles, heavy vehicles account for 25% of emissions. It seems like an easy win. I also question why motorcycles, law enforcement, and emergency services are excluded. There seems to be no reason to exclude them. As noted elsewhere in the consulation paper, the standards do not preclude high-emission vehicles being imported. 5.1 Attribute-based emission limits I am very concerned about the use of attribute-based emission limits, as they appear to encourage heavier/larger vehicles. There is a comment in the consultation paper that we should "not penalise a manufacturer that sells a lot of larger or heavier vehicles" (pg 18-19). But the vehicles currently popular in Australia are popular given the current lack of

		standards. A change to the standards should, over time, lead to a change in what is popular. At present Australia has an obsession with SUVs and utility vehicles. The great majority of these are used in a suburban environment rather than as 4WD off-road vehicles. By using the emission standards to encourage smaller, lighter vehicles we can achieve a second benefit of improving safety for pedestrians and cyclists, and reduce space needed for car-parking. 5.3 Innovative Technologies I have big concerns about the suggestion that hydrogen FCEVs (or hydrogen combustion) is energy efficient or low-emission. It is anything but. I will not go into the numerous articles that have quantified the ways that it is a bad idea. However it does raise an interesting idea: Should we instead talk about Energy Efficiency Standards, rather than Fuel Efficiency Standards? The current proposal implies that all BEVs are equal. However we know that is not the case. BEVs can range from highly efficient Tesla Model 3 or Hyundai Ioniq 6 through to Ford F150 Lightning. These vehicles are not equally "zero-emission". If, instead of measuring tail-pipe emissions, we measured energy consumption, or at least emissions by proxy, we could compare BEVs with FCEVs with ICEs. I propose using a weighted average kg CO2/kWh for electricity on the NEM for BEVs. For FCEVs, I believe that at present 99% of hydrogen is made by cracking natural gas and is extremely energy and emissions intensive. To treat such vehicles as zero-emission is beyond absurd, and instead should be reflected in their Energy Efficiency rating. If hydrogen is ever made in quantity by electrolysis, the Energy Efficiency of FCEVs should be calculated accounting for the percent made by cracking natural gas, and for the remainder the current emissions intensity of the National Electricity Market. Using an Energy Efficiency methodology would continue to be meaningful in another decade when ICE vehicles are no longer manufactured; Australia would still want to encourage energy efficient vehicles. Standards implementation The standards have been talked about for a year already. Other countries have them. Please introduce them early and strong. Is six months warning sufficient? I do not have the expertise to suggest an absolute time-frame, but I urge speed. Please note also that cars have a lifetime of ~15-20 years. While no-one has a crystal ball, given that other countries are transitioning so rapidly (China is forecast to have 50% EVs this year; the EU is only a year or so behind), I believe that Australia could find itself in a very difficult position if it is still reliant on fossil fuel vehicles.
162	Mathew Anderson	We should be aligning with the rest of the developed world. And we need to be introducing and actually viable electric car market. The technology is there. We can get electric use that can tow tons. It's just they're not sending them here because they can still send us their leftovers of petrol and desil ommiters. The government needs to set standards which means they send us electric cars that can do the job for Australians. This will then drive competition.. which will then drive the price down and then open it up to all Australians. I've been wanting to buy an electric car for 10 years now but we simply cannot afford it or many options..governments setting emissions standards has shown to work to make the best technology available and affordable to its constituents.
163	William Sinclair	Every car sold in our country will be driven for 200,000km or more, by introducing strong fuel efficiency standards today, we can cut all of that CO2 and associated gases. It would be good to include any vehicle registered for private use, to stop people using the truck loophole, as I believe happens in the USA, where some drivers commute in 3.5 Tonne trucks.

		I have driven hybrids and EVs since 2007, and I believe the best thing we can do is improve fuel efficiency standards, and let the EVs come, at the moment the world can't supply enough EVs, but can provide plenty of smaller efficient cars. There are a lot of large 4WDs on the road, that never leave the blacktop, this is low hanging fruit. I wish you all well in your efforts to produce a working model, please be brave.
164	Catherine McMahon	Please get on with designing and implementing effective Fuel Efficiency Standards. I live on the LeFevre Peninsula in Adelaide and our community lives with industrial pollution (cement making, fuel tank storage, bunker fuel emissions from shipping, bitumen production etc) and vehicle emissions especially along Victoria Road. Vehicular traffic is due to increase with the growth of the defence industry and will add to our emissions load unless action is taken. At a local level it seems counterintuitive re our health costs that State and local governments have encouraged an outdoor cafe culture when the emissions, especially from 4 wheel drives and light commercial delivery vehicles, pose such a risk. Similarly children at schools and child care centres can be exposed to tiny particles by pick ups and drop offs and passing traffic. The Port Adelaide Environment Forum last Thursday night heard from the Chair SA & NT Branch of the Australian Electric Vehicle Association and I'd endorse their 2022 submission re Emission standards • The framework should include the introduction of mandatory vehicle emissions standards. • These standards should be tightened annually, with stringency and timing that, at a minimum, matches major markets such as Europe or USA. • In applying these standards, vehicle categories should be sufficiently broad so that weaker standards are not applied to SUVs or light commercial vehicles. • These standards should also apply to heavy vehicles. The Forum heard and attendees agreed that the Government's EV Strategy, while welcome, lacks ambition and this was reinforced this morning on Radio National - https://www.abc.net.au/radionational/programs/saturdayextra/zero-emission-trucks-at-the-brisbane-truck-show/102369708 Having been such laggards for years re fuel efficiency standards, hopefully the Government will urgently act on improving those standards, support a faster transition to EVs and improve our health outcomes.
165	Anonymous	I fully support the introduction of a fuel efficiency standard for Australia. Please implement this as fast as possible.
166	Eddy B	No idea why it's taken so long to do this. We should borrow a strong standard from elsewhere (preferably the EU) and automatically update our standard as that standard changes. This requires the least administrative overhead and means our standard will not be woefully out of date if future governments fail to update it. Reducing greenhouse gas emissions should be a stated ambition of the standard and impacts on greenhouse gas emissions should be monitored and published. The standard should cover all sectors with no loopholes or exemptions (e.g. the US exemptions that have led to an explosion in the use of dangerous pickup trucks and oversized SUVs). The standard should aim to encourage smaller vehicles, including electric vehicles, noting that the impacts of motor vehicles on climate, health, public space and safety all worsen with increased vehicle size.
167	Anonymous	Australia needs to introduce the highest FES to ensure we gain access to the best EV’s and slow down and preferably stop the dumping of inefficient ICE vehicles into Australia. The FES should be comparable with those of New Zealand or better.. Please ensure this happens.

168	Wayne Window	The introduction of fuel standards, equivalent to those of Europe, is an essential component of a modern and comprehensive CO2 management and transition strategy. The sale of passenger and non-industrial fleet (ie, other than mining, farm, warehouse and regional trucking) vehicles should be non-fuel based by 2035. Importers and manufacturers (of fuel based vehicles) should be provided no credits or transitional mechanisms, no taxation benefits. All road vehicles should be subject to road pricing instead of fuel excise, to offset the gradual loss of fuel excise revenue as zero-emission numbers increase, in order to maintain road infrastructure and general funding. Road pricing should be variable based on road space demand, urban/regional factor, vehicle size and use. This will support commercial users. A not-for-profit GOC is needed to establish an effective network of charging stations. Consideration should be given to battery swap systems and ADR standards for battery swap as an alternative to changing stations. Interoperability is a key opportunity. Funding and investment into battery recycling and rejuvenation is necessary as a complementary activity. This would build upon high tech skill sets and rare earth metals available within Australia.
169	Anonymous	GQ1. Yes these are the right guiding principles. The single most important one is the first one - our FES must be effective - otherwise it will have failed its fundamental purpose.. GQ2. The design assumptions are good. I suggest there is value in also having a FES for heavy vehicles, but that would have different requirements and need to be designed to be appropriate for heavy vehicles, but the principles and most design assumptions should still apply to a heavy vehicle FES. GQ3. The FES must be designed to be effective, ambitious but reasonable, and should avoid creating any loopholes or unexpected consequences that undermine it's fundamental purpose. Existing successful FES should be reviewed and the regulators consulted with; there is no need to re-invent the wheel for Australia. GQ4. Our FES target should be as aggressive as can be reasonably achieved as early as possible and bring us into line with comparable international FES as soon as practically possible. The technology already exists to meet the international FES already in place, so any proposed limits on us matching the best strictest international FES should be carefully evaluated. GQ5. It seems 5 years is a reasonable period, however the government should retain the right to revise the targets at any time if they are found to be too weak or strong while operating. TQ2. Mass-based seems better. A variant of the NZ approach seems sensible. I suggest close consultation with NZ regulators to ask how they set the weight thresholds. TQ3. Australia's love affair with 4WDs and Utes should not deter the FES from being as effective as possible, even if this results in significant changes to the sales of different categories from what they are now. The tax incentives for Utes have already massively distorted their sales numbers and made them a lot higher than they should be. Very few people actually require a 4WD or Ute for their work or commute. TQ5. Off-cycle credits should not be included. If they are, they should be capped at a low level than minimises the risks of them undermining the effectiveness of the FES. TQ6. Seems like the issue of high global warming potential refrigerants is best left to other mechanisms and excluded from the FES.

		TQ7. An FES should commence immediately, especially if the design of the FES is generally similar to existing international FES as companies already know how to work within existing international FES.
170	Anonymous	To assist us in addressing climate change, it is important that Australia has fuel efficiency standards for light vehicles. I would like to see these match those of other developed nations so that our cars can become more efficient. It is embarrassing and wrong of us to have a fleet with emissions that are so much higher than other countries. Thank you for developing fuel efficiency standards for Australian cars. I look forward to them being implemented and to Australian vehicles becoming less polluting.
171	Anonymous	See should be world's best practice.. At least keeping up with the Europeans ... And Chinese! No exemptions for oversized tradie's dual cabs
172	Mark Horner	In order to stop further climate instability, human-caused emissions need to reduce dramatically over as short a timeframe as possible. Reducing the part transport emissions are now playing and will in the future play is critical to this effort. Requiring better fuel efficiency in vehicles purchased & operated in Australia will prevent us from becoming a dumping ground for the least-efficient, most-polluting and old-technology (& hence difficult to sell in countries with more stringent regulations) vehicles in a world market, from multinational car companies. It therefore will impel these companies to further reduce their production of such inefficient and pollution-causing vehicles, if the number of countries they can sell them in is reduced. We will be following the best examples set by European countries, and also ourselves set an example to other countries contemplating such a move. The ideal is full electrification of the land, sea and air transport fleet, but encouraging people to purchase BEVs now is a good first step. BEVs are on parity with most ICE vehicles in terms of performance, and are close to parity in terms of range and cost. It becomes more likely that this will happen, if government regulation places the onus on vehicle companies to make low or zero emission vehicles readily available.
173	Anonymous	With fuel efficiency (and no fuels) comes cleaner air, water and soil. This solves health issues and insures safe air, water and food. And saves public costs. This is so basic that most countries have already understood and implemented it. Time for Australia to implement it too.
174	Gordon Nicol	The single most effective way to reduce pollution INSTANTLY, is to change from putrid petrol polluting cars to electric vehicles with zero emissions. A huge bonus is a simultaneous reduction in noise pollution, something most people are unaware of
175	Anonymous	To help towards efforts to protect our environment around the world Australia must have the strongest possible regulations to prevent polluting vehicles being produced and used. The introduction of electric powered vehicles should not be delayed.
176	David Birch	Stop your delaying tactics and JUST get on with producing Electric Vehicles. Climate Change will NOT delay in kicking in. You should be ashamed of yourselves.
177	Frank Watson	A vehicle fuel efficiency standard, if strong enough, will help ignite a clean transport revolution in Australia, boosting demand for cleaner vehicles, improving local air quality, reducing negative climate impacts and increasing prosperity for Australians. Similar policy frameworks have been successful in other countries and cities, including London where the Ultra Low Emissions Zone has cut harmful emissions by 30%. The future of transport is clean, so remaining wedded to polluting fuels would only hold back Australia’s development, reduce the flow of new technology and harm its international standing.

178	Richard	I believe that efficiency requirements should be used to reward and promote the purchase of vehicles which help us towards sustainable energy at the fastest rate that circumstances will allow
179	Ben O'Connor	It's time to clean up our air and give our kids a chance to grow up without the health problems associated with the toxic gases contained in petrol and diesel emissions. Electric Vehicles are here, they are better to drive than ICE vehicles, range anxiety doesn't exist once you own and drive an EV, they don't cause noise pollution, they emit no CO2 or toxic chemicals and they are cheaper to run over their lifetime. Please bring in tough fuel efficiency standards in line with those being adopted in USA so that we can get access to the full range of electric vehicles on sale.
180	Anonymous	Please support a Fuel Efficiency Standard. Australia is behind many countries in its emissions regulations so now is the time to surge ahead and prove that Australia can set an example going forward. I am aware that Toyota use dirty lobbying to promote their vehicles. I bought a Toyota hybrid thinking I was doing the best thing environmentally at the time. I will not buy a Toyota vehicle again
181	Robert Bjurshagen	Greenwashing is a real problem today as is every other method that tries to mislead the general public, as well as its elected representatives. I strongly recommend that you do not step into the trap
182	Anonymous	It is essential to have cars to have zero emissions as soon as possible. Only by providing a hard deadlines will we be able to reduce emissions. So zero emissions at 2035 can achieve such goal. No loopholes or exceptions!
183	MR B J WARD	It seems to me that the simplest way to force vehicle manufacturers to clean up their act is to adopt emissions standards at least as strict as those being deployed in the European Union. I recommend doing that immediately. The next logical step is to set a date by which the sale in Australia of fossil fuel powered vehicles and implements must cease. I recommend the date should be no more than 5 years from now. Even that sort of drastic action will not prevent some calamitous climate outcomes. To do that, we should have set those limits fifty years ago. But such regulatory changes may help to avoid some of the longer-term consequences
184	Jerry Deeks	It's already too late
185	Anonymous	The world is getting hotter & it’s very short term thinking not to move to a sustainable transport system- Australia is very well placed to the produce boundless solar energy- this could be harnessed in battery banks & fed to ev charging stations across the country - please don’t allow car manufacturers to dump polluting vehicles in AUSTRALIA- invest in the future not the past!
186	Anonymous	Regulations need to be tough on pollution – by 2035 all new cars sold should have zero emissions. They need to come into effect quickly because Australia is so far behind other countries. The faster electric vehicles are available, the faster a second hand market also becomes available, offering people more affordable cars. Australia is lagging behind the rest of the world when it comes to electric vehicles. More than 80% of cars sold around the world are subject to strict car pollution regulations, which means automakers have to supply electric vehicles and there's more options for everyone. Will you call for Australia to catch up to other markets like the United States, Europe and New Zealand. Vehicle emissions are killing people all around the world and contributing to the climate crisis. And corporations like Toyota continue to put short term profits before people’s health and a livable planet.

		We can't let Toyota drive the creation of car regulations, so let's show the government that there's massive public support for clean, green cars powered by renewable energy.
187	Nancy Roessel	Toyota makes one of the best electric cars so why wouldn't they want it sod in Australia?
188	Helen Bayes	I simply want a strong fuel efficiency standard to be applied and monitored effectively. I also want any failing to meet agreed standards to be met with strong sanctions
189	ND	Regulations need to be tough on pollution – by 2035 all new cars sold should have zero emissions. They need to come into effect quickly because Australia is so far behind other countries. The faster electric vehicles are available, the faster a second hand market also becomes available, offering people more affordable cars. Australia is lagging behind the rest of the world when it comes to electric vehicles. More than 80% of cars sold around the world are subject to strict car pollution regulations, which means automakers have to supply electric vehicles and there's more options for everyone. Will you call for Australia to catch up to other markets like the United States, Europe and New Zealand?
190	Anonymous	Zero emissions by 2035. Good luck.
191	Jake Moore	We're trailing behind our global peers. By 2035 all new cars sold should have zero emissions. We're not going to get close to that if we keep allowing lobbyists from big car companies like Toyota to sell us sob stories and suggest loopholes that allow them to keep pushing through stuff we don't need. What we need are stricter laws that align with international scientific consensus, where our government and industry are held to the same standards of care our medical staff are. And the support of those institutions with the power to do so. It's all fine to produce the cars, but we need the infrastructure to both support them, and to choose mass public transit as alternative.
192	Anonymous	Electric vehicles are the way to go.. All car companies not providing an electric option by 2025 should not be allowed to sell any other vehicles…electric option or no sales
193	Barbara and Robert Coker	We drive an electric car because we know that it is urgent that the world's Co2 levels are reduced, We have solar panels, and green power for our excess use. If Australian regulations mandated that all new cars by 2035 must have zero emissions, Australia will have a chance of catching up with the rest of the world and give us a chance of a livable future. As it stands, we fear that our dear grandchildren will face a bleak future..
194	Peter Moore	It is essential that for current and future generations that Australia, along with the rest of the world moves quickly away from burning fossil fuels. A current major contributor is the motor car, so we must ensure that our current stock of petrol, diesel and lpg fuelled vehicles are replaced by those powered by renewable electric batteries. This will need to be done in the face of delaying action from vested interests interested in maintaining the status quo and slowing change. In particular "greenwashing" from companies such as Toyota should be ignored in our efforts to mitigate the effects of climate change.
195	Tim Katz	The climate crisis is upon us, and we have already seen some of its disastrous effects. Time is running out to take action to ensure that large swaths of the surface of the planet remain fit for human habitation for generations to come. Ensuring that 100% of cars produced by Toyota have zero emissions as soon as possible is an opportunity not to be missed. Do your part to protect future generations from the most devastating effects of global warming.

196	Anonymous	Even my partial zero emission vehicle still has pollutants coming out of the tail pipe. Fully electric vehicles do not and that needs to be the place we need to get to much sooner than the fossil fuel and auto manufacturers would like
197	Anonymous	Just because Toyota decided to bet against BEV cars and not develop a chassis to support the electric conversion. This is all on Toyota we should not have to support them because of a stubborn short sighted ceo
198	Chip Sharpe	We've been driving only electric for 9+ years, saving money and loving the comfort, performance, safety, & cleanliness of an EV. There's no good reason for compromise on the highest standards of zero emissions. Push on for immediate transitions to electrified transportation
199	patricia law	we have to move away from gas cars please do not block progress
200	Anonymous	Introducing an Australian fuel efficiency standard will increase the supply of low and zero emissions vehicles in Australia to reduce emissions, reduce fuel costs, and help achieve the net zero target
201	Anonymous	I support moving toward zero-emissions cars as quickly as possible. It will still take a lot of years to get all the existing internal combustion engines off the roads
202	Hilton Bennie	Hi,-I would like to express my support for tough regulations on vehicle emissions, including a ban on the sale of new fossil fueled vehicles by 2035, which will help Australia catch up to the rest of the world in accelerating the adoption of new energy vehicles. I believe this is one of many crucial steps required in the fight against climate change and protecting our planet for future generations. I am an Australian citizen residing in WA, and I am happy for this submission to be made public. Kind Regards Hilton Bennie
203	Frieder Schöbel	Most important: less consumption of petrol!
204	chris n	there must be strong laws against gas car emisssions, idling, etc. please phase out gas cars immediately and make electric/green vehicles the standard for all people
205	Paul Craik	Battery Electric Vehicles are part of the climate crisis solution. BEV's are far more efficient and less polluting than Internal Combustion Engine (ICE) vehicles and Hybrid vehicles. It's past time to get ICE and Hybrids off the roads and replace them with BEV's. Sincerely, Paul Craik
206	Anonymous	We have been looking to buy an electric ute for years and there hasn't been anything available on the Australian market to meet our needs. The demand for electric utes is strong in rural Australia, as a big part of our budget is spent on fuel. We live in the Bush because we love this beautiful land and fresh air, we don't want to pollute it! We want a good ute (like a Toyota, not a city ute) that we could recharge at our farm with solar panels. We believe this is our chance to finally push car manufacturers to make clean cars that meet the needs of rural Australians. Thank you.

207	Deborah Wenham	No more rubbish policies - WE want clean vehicles - as a working person I want to have access to an affordable electric vehicle - Stop pandering to Toyota and other companies dumping outmoded vehicles in this country
208	Anonymous	We all know that things need to change. We must all play our part by making greener choices, sharing rides, walking, cycling.... Governments need to legislate in a tough way before we allow the softly softly approach to tip us all over the edge into a world destroyed by climate change. For me, my kids, their kids.... and all future generations ... we need to wake up and change now
209	Martin Winterbottom	I do not agree with mandating electric cars but we should mandate net zero transport by 2030. Other technologies are late off the blocks but synthetic fuel could form a part but requires carbon capture and green hydrogen generation also not currently available in mass production. Australia should set an agressive target for net zero and ask Toyota what technologies they wish to move forwards with - but they must meet the net zero date.....
210	Joseph Holmes	Our family has been an all-Toyota-purchases family for 23 years now. And I've been a serious student of environmental matters, with a lot of education in automotive technology too, for over 50 years. Although some important aspects of the future of EVs remain unpredictable, primarily battery tech and thus future demand for cobalt, nickel, lithium and more, all of which are in short supply in the context of a primarily EV world, we're still at a point where mandating an all non-fossil-fuel transportation sector for ground vehicles (if not also a renewable fuel requirement for aircraft and cleaner options for ocean-going shipping) is more than just a good idea. We can expect to have success with battery technologies like aluminum-ion and others which eliminate most or all of the rare materials requirements and offer us a solid way forward to a transportation sector that not only stops the catastrophic race toward a climate balance which puts most of the world's cities largely on the bottom of the ocean but wipes out much of our agricultural production, spreads more disease, creates BILLIONS of refugees, spawns many new wars, etc., etc. Toyota is pressuring everyone to pretend that the era of gasoline powered cars should be extended. As much as I have loved our two Priuses as great improvements to conventional ICE vehicles, they are only a first step and the next step has to be EVs or other zero emission vehicles. This transformation is objectively four decades too late already. Thank you for writing a rule that can help greatly to assure that we all have a livable future.
211	Paul Herman	We need to cut pollution in our Cities. Schools and childcare is often on main roads. I have a lung condition and I am very concerned about car and truck pollution
212	Robert Qua	To Australian government officials, In a perfect world it’s best to have no cars at all, but electric vehicles are better than ICE vehicles. Please consider limiting the production of ICE vehicles and promoting the use of EVs.
213	Lyle Funderburk	You must encourage electric vehicles along with bicycles and walking to cut down on climate destroying emissions
214	Anonymous	Australia needs to step up and get with an electric vehicle program. Like Canada, Australia has large distances between towns snd the infrastructure needs to be put in place to support people buying electric cars. We need to think about planning for 7 generations not just ourselves. You e got smart people so may every effort to catch up to the rest of the world

		There will be no driving anywhere on a dead planet Do your part.
215	mike smith	Australia should commit to Euro 6 a.s.a.p. (perhaps 2027 ?) and build from that to zero CO and NOx by 2035.
216	Chris Baird	Please do all in your power to see that gas-fueled cars are phased out and banned
217	Jonathan Bourgeois	A fuel efficiency standard is the bare minimum that a country should do to start improving transportation emissions. The cost of climate disasters will be fat greater to the government/individuals compared to any costs associated with decarbonization of the society ever will be. It is long over due to start making significant changes. Each vehicle should even have an carbon footprint of their life cycle associated with them so that consumers can make better informed decisions and realize the significant difference that driving a sedan compared to an SUV/VAN/Truck can do. Not only that, but the lighter the vehicle, the less road damage/wear and tear you cause.
218	Terry WIlson	Without fuel efficiency standards Australia will never reach a critical mass for electric vehicles and the critical charging infrastructure that will drive uptake.Austrlia will simply become a dumping ground for dinasour combustion engines which in turn will compromise our efforts to reduce co2 and meet our targets
219	Bretton C. Little	Hello, There needs to be strong, mandatory limits on car pollution with no loopholes in Australia. On top of there already being huge public support for strong limits on car pollution, Australia is lagging behind the rest of the world when it comes to electric vehicles. Vehicle emissions are killing people all around the world and contributing to the climate crisis. However, Toyota is doing its best to spin the story because it wants to keep its market share and profits, so they are lobbying hard against regulations. They continue to put short term profits before people's health and a livable planet. As a result, they have copied tactics straight from the fossil fuel industry's playbook - lobbying policy makers, downplaying electric vehicles and running strategic PR campaigns against limits on car pollution. Additionally, Toyota has millions of dollars, a known track record for dirty lobbying, and is ramping up its greenwashing because it only has polluting petrol cars to sell. Regulations need to be tough on pollution – by 2035 all new cars sold should have zero emissions. They need to come into effect quickly because Australia is so far behind other countries, and these regulations need to have no loopholes like super credits and off-cycle credits that Toyota could take advantage of. The faster electric vehicles are available, the faster a second hand market also becomes available, offering people more affordable cars. More than 80% of cars sold around the world are subject to strict car pollution regulations, which means automakers have to supply electric vehicles and there's more options available for everyone. I am calling upon Australia to catch up to other markets like the United States, Europe and New Zealand. In summary, please don't let Toyota drive the creation of car regulations because there's massive public support for clean, green cars powered by renewable energy. Please do the right thing by our only home, Earth, and institute strong, mandatory limits on car pollution with no loopholes. Thank you for your time and consideration.

		Sincerely, Bretton C. Little, MPA
220	Margaret Scally	Dear Director Until Australia introduces strict fuel efficiency standards (as most other developed countries have done) our country will continue to be polluted by vehicles that make our air unsafe for us, and all living things in nature, to breathe. It is because of an intolerable lack of will that it has taken so long to bring effective standards into law so that citizen’s health is not compromised. I urge you to act decisively to protect us.
221	Bronwen Hughes	We need a strong national vehicle emission standard as without one, we do not get the volume, choice or affordable efficient vehicles imported here. If strong enough, we may even help create a local manufacturing industry again, as there are magnitudes less moving parts in electric vehicles (EVs). Most of the world's lithium, bauxite (aluminium) and iron ore (steel) comes from Australia and we can create more cheap renewable energy to power production and create more skilled jobs to even become an EV exporting nation. I would really like our country to no longer be held hostage to foreign nations for importing so much fossil fuel when we can have more efficient vehicles and even EVs we can charge ourselves using local renewable energy we create ourselves. A lot of people complain about how fuel prices keep going up but if we had more efficient cars we would use less, or none with EVs. I'm lucky to be in a house with solar panels but the grid can't take it all during the middle of the day, so its wasted potential which more EVs could soak up and drive with. I live in a regional area so need an efficient vehicle or long range EV to get between towns. These won't be here until this strong national emissions standard comes into place, so please do this soon.
222	Gavin Hughes	I have a second hand plug-in hybrid (PHEV) and can't afford a new or used Electric Vehicle (EV) but would like to. I work in Local Government as a Sustainability Coordinator but it's very hard for anyone in my regional area to consider an EV unless they are rich and committed. Many can't even test drive an EV as no local dealers get stock, as not enough are being imported in number, utility or price points we need for a transition to happen here. I see more Ford Rangers and F150s in my town than EVs which is sad, especially if i have to drive behind them with my kids in the car breathing these potentially avoidable toxic emissions. I believe our nation cannot remain a dumping ground for inefficient polluting internal combustion vehicles when almost all other developed countries have them. We should be a leader not a laggard now, as a strong vehicle emissions standard ensures we will attract more of the most efficient, least polluting vehicles and more electric vehicles which many of us want. If strong enough, they work better than an import tariffs to encourage a local green renewable powered manufacturing industry here for making EVs, components and especially batteries, as we have all the skills and raw materials to value add to our exports. Strong standards are in the national interest to reduce air pollution, climate change impacts and sovereign risk, as remaining reliant on imported fossil fuels is crazy when we can now charge our own cars with inflation proof renewable energy that we can create locally or even at home with solar panels. We should at least have the same strength of vehicle emission standards as our neighbour New Zealand as this has significantly improved their choice, EV affordability, local pollution and fuel savings. These standards can't commence quick enough as USA, China and EU have increasingly stronger emission standards which will otherwise take up all the best performing vehicles leaving us to get the ones that don't sell or perform well.
223	Neil Sims	The government should raise fuel emission standards so that we have less pollution from vehicles.

224	Joel	Please bring in this standard. There are many reasons - It is astounding that the EU for example have a sulfur content regulation of just 10mg/kg... 15x LESS than Australlia's 150mg/kg limit. Just considering that alone is shocking. I have a 2020 Skoda Sportline with a petrol particulate filter and MUST fill up with premium in australia as per manufacturer due to the fact that regular unleaded here will cause a clogging otherwise from the shear high volume of fuel contaminants permissible. I am a car enthusiast and regularly read up on the new models around the world, it is shocking how many models do not come to Australia - particularly EVs and the higher fuel efficiency versions of a petrol model in the exact same car in EU or US. I'm all for enjoying a V8 rumble to those that truly love it - which overall is a minority of the population, but for the vast majority of commuters who just want a 'car' - they should be able to readily have access to the far better more fuel efficient and cleaner variants that already exists in all the other developed nations but are often left out here.
225	Anonymous	The Australian Fuel Efficiency Standard must be STRONG – to encourage car brands to bring their electric models to Australia. A strong Fuel efficiency standard must form the backbone of the Electric Vehicle Strategy. The Fuel efficiency standard must be as strong as standards in other major markets like the EU, US and New Zealand to ensure we are no longer at the back of the queue for electric vehicle supply. For a Strong Fuel efficiency standard, we must reject dodgy credits, loopholes and lengthy phase-in periods that would weaken the integrity of the scheme. We must ignore the petrol car lobby, which is fighting for a weak, loophole-ridden policy. They want to continue using Australia as a dumping ground for their dirty and polluting vehicles.
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		We must ignore the petrol car lobby, which is fighting for a weak, loophole-ridden policy. They want to continue using Australia as a dumping ground for their dirty and polluting vehicles.
228	Ray North	To whom it may concern There is no where in our future that fossil fuels have a place if humanity is going to survive
229	Anonymous	. A strong fuel fuel emission standard is necessary not only to meet Australia's emissions targets, but also to ensure competitiveness in the global race towards electric vehicles. Not to impose a standard, or a standard with concessions for combustion energies, will take away a key incentive for automakers in the Austrian market to electrify fast enough. It will deprive consumers of the most cost efficient and environmentally friendly cars. Australia has a high penetration of rooftop soaps and electric cars will also serve as a tool for grid balancing and in the future as battery storage.
230	Owen Stanley	Please raise our fuel emmision standards to equal to "worlds best", incentivise uptake of e-vehicles, especially all- electric by icentives for purchases ot adopt and manufacturers to provide. Show that we are good earth- citizens who are serious about care for our planet.
231	Charmian Beabout	Dear regulators of the car industry Australia needs to have tough laws on car emissions in order to stop being a dumping ground for dirty petrol and diesel cars. We need strong laws to help reduce the amount of air pollution Australian drivers are making, and, more importantly, to speed the transition to electric vehicles. Many people are still not in a position to purchase electric vehicles even though they may want to, especially with the cost of living pressures at present. The sooner we have a large electric vehicle stock the sooner there will be second-hand electric vehicle options for people on lower incomes. We need to keep up with the rest of the world on car pollution regulations, and transition away from oil based cars which are contributing to climate change and the climate disasters that are becoming all too frequent. Australia of all places should be leading the way in reducing the causes of extreme weather events which are becoming so common here. Please don't bend to car company lobbyists at the expense of the concerned citizens and the already climate impacted people of Australia. I am happy for my submission to be made public.
232	Julie Gouin	Please adopt a fuel efficiency standard.
233	Jenny Smith	All new cars sold should have zero emissions. They need to come into effect quickly because Australia is so far behind other countries. I worked in Slovakia from 2008 - 2012 and even then the uptake on EV was greater than Australia is now. Shameful to know that this lack of uptake is simply because we are run by such greedy corporations. The faster electric vehicles are available, the faster a second hand market also becomes available, offering people more affordable cars. More than 80% of cars sold around the world are subject to strict car pollution regulations, which means automakers have to supply electric vehicles and there's more options for everyone. Australia must catch up to international standards and markets.
234	Michele Grubnic	Response to Fuel Efficiency Standard Consultation Paper To the Infrastructure Department,

Thank you for the opportunity to make a submission to the Fuel Efficiency Standards Consultation Paper.

Please see my responses to the consultation areas below:

Guiding Principles

In addition to the Guiding Principles already suggested by the Government, I would stress that in comparison with other countries that have had FES in place for some time, Australia is starting from further behind and must go hard to catch up with the rest of the world.

At a minimum, the FES needs to align with the Government's commitment to the Paris Agreement and limiting the increase in global heating to 1.5C over pre-industrial levels.

The FES must have high integrity; data must be transparent and publicly available, and linked to overall CO2 reductions.

In terms of equity, the Guiding Principles should recognise the cheaper running costs of EVs and the costs to consumers of any delay in the rollout of more affordable EVs and fuel-efficient vehicles. The FES should reduce consumers' spending on fuel over time.

The Guiding Principles should recognise that energy charging up EVs needs to be clean, so the electrification of our vehicle fleet needs to match the grid becoming renewable.

FES Design: Starting emissions level limit & approach / Adjustments of limit level / Multiple targets / When should a FES start?

Bearing in mind that any delay in implementing the FES will see motorists continuing to pay higher costs in fuel and maintenance, the FES should commence no later than 1 July 2024.

It must reach 0g CO2/km no later than 2035. The FES should be at least as strong as New Zealand's, and preferably 10% stronger. As other countries tighten their FES, Australia must be able to ratchet up our FES, but not weaken it. The target should be set five years in advance and reviewed every two years.

There should be one standard for all light vehicle classes to prevent incentives for category jumping.

Super credits (Multipliers for LZEVs)

No, an Australian FES should not include dodgy multiplier credits (super credits) that make no real-world emissions reduction.

If the FES does include super credits they should apply to:

- EVs under $40,000 AUD;

- EV utes which are still nascent technology; and

- vehicles with a significant proportion of their componentry made in Australia.

Any super credits should have publicly available data showing the emissions abatement of each manufacturer, and should be capped, apply at a rate of less than 1.5 per vehicle, and be phased out after three years.

Other comments:

As a citizen who is painfully aware of the existential threat to humanity posed by climate change, while I am highly motivated to purchase a zero emissions vehicle, our family feels unable to afford one at current prices.

The introduction of strong FES will encourage more LZEVs to be supplied including at lower price points and give rise to a secondhand LZEV market which will greatly improve affordability.

		With more ZEVs on our roads more Australians will benefit from reduced fuel and maintenance costs and Australia's energy security will be enhanced. Furthermore, all Australians will benefit from the improved air quality and better health, saving our health system money. Most importantly, strong FES will enable significant reductions in climate wrecking transport emissions. At the same time the Australian government should: - ensure that charging infrastructure is provided in parallel with increasing numbers of ZEVs including in the regions; - invest in transitioning the grid to renewables so charging of ZEVs is clean; - invest in public transport and cycling infrastructure to reduce car dependence; - end tax policies which incentivise the purchase of larger, heavier and more polluting vehicles; and - assist lower income households with the upfront cost of an EV and with access to free or subsidised charging and/or solar panels. Thank you for considering my submission.
235	Christine Cook	Response to Fuel Efficiency Standard Consultation Paper To the Infrastructure Department, Thank you for the opportunity to make a submission to the Fuel Efficiency Standards Consultation Paper. Please see my responses to the consultation areas below: Guiding Principles In addition to the Government's suggested principles it must be noted that Australia and Russia are the only developed nations with no fuel efficiency standards. We are years behind most other nations and must go hard to make up the lost time to ensure we are competitive with the rest of the world. The new standards must be implemented as soon as possible and certainly no later than mid 2024. Our commitment to the Paris agreement, to keep to global heating to1.5 is already looking near impossible and our efforts must be turbo charged to protect future generations. It is imperative that the legislation is strong, transparent and ensures the availability and cost of fuel efficient vehicles improves rapidly. Affordability of fuel efficient vehicles for the whole population is essential. The second hand market in fuel efficient transport has to be enhanced and encouraged. At the moment Australian consumers are forced to spend far too much of their already stretched budget on dirty fuels and are left at the end of the queue when purchasing electric vehicles. Stronger more rigorous standards should be used to address this. The electricity grid must also be considered in this discussion. The real value in electric vehicles is only achieved when the grid is powered by renewable energy. On every measure, renewable energy is cleaner for the environment and cheaper to produce than power from fossil fuels. So a grid powered by renewable energy must go hand in hand with a more fuel efficient fleet. FES Design: Starting emissions level limit & approach / Adjustments of limit level / Multiple targets / When should a FES start? In order to catch up with the rest of the developed world our FES must be implemented by mid 2024 at the latest, and should aim to reach zero carbon dioxide emissions by 2035 at the latest, in order for us to be competitive economically and have any chance of approximating our Paris pledges. Reviews of the standards and progress in achieving our goals should occur at least every two years and ideally targets should be set five years in advance.

		Super credits (Multipliers for LZEVs) There should be no super credits or any other dodgy accounting tricks. These are past their use by date and are being phased out in other parts of the world for hybrids etc. The only excuse for use of super credits is for innovative technologies or products that involve nascent and struggling technologies or to encourage Australian made products in their establishment phase. Other comments: As you deal with this complex issue and make decisions which will impact our economy, our lifestyle and the future of this amazing planet I ask you to keep in mind what your grandchildren might ask of you. Thank you for the opportunity to participate in this process and our democracy. Mrs Christine Cook Essendon
236	Geoff Reid	Response to Fuel Efficiency Standard Consultation Paper To the Infrastructure Department, Thank you for the opportunity to make a submission to the Fuel Efficiency Standards Consultation Paper. Please see my responses to the consultation areas below: Guiding Principles I support the Guiding Principles suggested: Ambition - We need substantive reduction to national transport emissions. Integrity - We must have enforcement measures that ensure vested interests act in good faith, especially since we have experienced decades of Carbon-reduction obfuscation and the intentional cultivation of confusion among the general population - by those same vested interests, which has resulted in dangerously insufficient reduction of Australia's Carbon footprint. Equity - Adoption of new-vehicle emission standards, substantial enough to lead zero transport emissions by 2030, will bring price reductions on new EV/Hydrogen vehicles and lead to a comprehensive low-cost second-hand market, which together will allow all Australian sectors and income groups to afford access to fuel and maintenance cost savings available with Electric and Hydrogen vehicles. Clean Energy - Vehicle energy coming from either Green Electricity or Green Hydrogen will massively reduce the nation's carbon emissions from the community sector likely soon to be our biggest Carbon polluter. Transport emissions approaching zero Carbon will be possible by 2030 if the Federal Government adopts fuel efficiency standards similar to our European trading partners. FES Design: Starting emissions level limit & approach / Adjustments of limit level / Multiple targets / When should a FES start? I've been trying to afford an EV or Hydrogen ute, to reduce my farm's carbon footprint and running costs, but I can't justify the expense of a new one, and there are few on the market secondhand. Additionally, there are too few charging stations – for EV – and effectively zero Hydrogen fuel stations (just two I know of - in Hyundai and Toyota national dealerships). The latter failing is particularly negative for farmers, given that the long range, minimal battery weight, and rapid refuelling Hydrogen offers could provide a great solution to Australia's tyranny of distance and farmers' needs across the country.

Nationally, if we don't meet our Paris commitments by 2030, we can expect our farm products to be discriminated against by our international customers, particularly Europeans – we would do the same, had we had the guts and good sense to responsibly face the costs of lowering our carbon emissions.

However, instead of our transport emissions dropping, they are trending toward becoming Australia's biggest emitting sector, our cars and utes being worst offenders.

At the same time, we have our domestic Lithium and Hydrogen industries desperately seeking efficiencies of scale so they can value-add onshore. If vehicle efficiency standards were similar to trends in most of our OECD trading partners, both these industries (in which Australia should have a massive natural advantage) would be lowering our current cost-of-living crisis and national carbon pollution, as well as contributing handsomely to national income. Coincidentally, extra carbon emissions could be shed from steel manufacturing (using Hydrogen to 'reduce' Iron oxide ore), and onshore ammonia fertilizer manufacturing would likely benefit from a massive new demand for ammonia, as a domestic and international commodity to transport Green Hydrogen.

Nationally, we are faced with an opportunity for accelerating uptake of both EV and Hydrogen vehicles, if the Federal Government raises Fuel Efficiency Standards on new imported vehicles, to the equivalent of our European farm-product customers.

I realise the Chamber of Automotive Industries would prefer the most lax possible standards, and that we 'tread water' nationally by prioritising uptake of Hybrid electric vehicles, but that is just as one would expect from vested interests whose business model benefits from Ozzie customers remaining the dumping ground for their existing high-polluting vehicle lines most of the rest of the World is refusing. Obviously, Fossil Fuel companies depend on our continued consumption of fossil fuel, so they also prefer that the Government 'sits on its hands' regarding legislating for higher vehicle emission standards.

For farmers, like all Australian citizens, we prefer not to have to face ever-more-dangerous fires, droughts and floods; we also prefer to still be able to afford insurance against such weather disasters; and we desperately need the savings we will gain if we can switch to vehicles with lower fuel and maintenance costs. Government should adopt immediate FES import requirements as stringent as those of the European Union, and across all vehicle types and sizes.

Tragically, it looks likely Australia and the World will miss the Paris 1.5°C max global-warming target, so we can expect even worse weather extremes than we have been experiencing recently – we cannot afford is to miss the global 2°C global-warming deadline, and for far too long, Australia has failed to pull its weight in the lowering of domestic emissions this necessitates. We must aim to generate zero Carbon emissions by 2030. History illustrates that weak legislation will be manipulated and exploited by vested interests, so individuals or industries found in breach of the new FES rules must face sustantive penalties.

I hope the Albanese Government will act responsibly, and move forward toward embracing the huge rewards it has been estimated the coming Carbon-free world economy will generate. I urge the Government to immediately adopt new-vehicle Fuel Emission Standards at least as stringent as those adopted by our European Union colleagues and customers.

Geoff Reid

Super credits (Multipliers for LZEVs)

Super credits should only be for small vehicles with "innovative technologies", such as EVs and hydrogen-fuelled cars and utes under the $40,000 AUD mark, set generously higher for vehicles with a significant portion of their componentry made within Australia.

The public must be given data regarding the portion of emissions abatement for each automaker.

		Other comments: I would like to urge inclusion of Hydrogen fuelled vehicles because Hydrogen is a a potential 'immediate' fuel for much of Australia's farm machinery fleet, similar to internal-combustion petrol vehicles being previously converted to LPG. This will still generate NOX emissions, but offer a quick, affordable transition for the existing farm fleet. Eventually, utilising fuel cell technology, Green Hydrogen promises a conveniently transportable, high-energy fuel for vehicles which can be refuelled in minutes - just like existing ICE vehicles, and generates only water as an Countries around the globe are moving toward employing hydrogen a a transport fuel and Australia is ideally suited to the generation of Green Hydrogen for domestic and international use. Both EVs and Hydrogen employed for transport fuel must, by 2030, be generated exclusively from renewable energy sources. To allow continued Fossil-Fuel generation of vehicle electricity or Hydrogen past 2030 would annul and Carbon savings made by adopting stringent Fuel Efficiency Standards.
237	Thanasis Avramis	Response to Fuel Efficiency Standard Consultation Paper To the Infrastructure Department, Thank you for the opportunity to make a submission to the Fuel Efficiency Standards Consultation Paper. Please see my responses to the consultation areas below: Guiding Principles I'm disappointed to find us yet again having to write to a Government agency about the need for Fuel Efficiency Standards when it is obvious that Australia has lagged behind many other major economies by such a considerable amount. The Government's own statements acknowledge this is an issue. There are perfectly adequate FES models used in Europe, the United States, China and in particular in New Zealand. There seems to be no particular reason why Australia could not adapt, for example, the New Zealand standards outright. I am not aware of any special considerations in our terrain, our economy or in the supplier of vehicles which would warrant any significant variation from the model used in New Zealand (except perhaps that we could be more rigorous). The mere fact of having standards to the rigour of the NZ model is itself the best signal to vehicle importers that the supply of electric vehicles to Australia should be immediately increased. In the "lost decade" of the 2010's onwards, Australians have had their health compromised for longer than we needed to be, have spent far more on petrol than we needed to and barely acted to reduce climate damaging emissions from the transport sector. This consultative process has simply delayed for many months the vital introduction of FES in Australia for no good reason. FES Design: Starting emissions level limit & approach / Adjustments of limit level / Multiple targets / When should a FES start? Following on my comments above, I believe that the Standards should be introduced by the 1st of January 2024. The Standards applied in Australia need to be as rigorous as the best practice overseas, if not more so, so that we make up for lost time. The aim should be to achieve a more or less complete transition to zero emission vehicles by 2035.

		These standards should apply to all makes of vehicle so that both light and heavy vehicles emit the lowest possible carbon dioxide and other greenhouse gases, as well as any other emissions which compromise health. In particular SUV's should not be specially treated. This style of vehicle only exists, initially, due to the laxness of regulatory agencies in the USA especially where lower safety standards applied to SUV's compared to ordinary sedans etc. The much greater embedded energy and carbon costs in manufacturing SUV's would suggest that in fact stronger standards for SUV's should be imposed as this class of vehicle has arguably greater impact on climate change. Furthermore, it seems prudent that emission standards should also be applied to freight vehicles. There is clearly much interest on the part of both freight operators and the importers of trucks in the adoption of electric vehicles. Emission standards will lend weight to the commercial arguments for a transition to electric vehicles and help the less committed operators to keep up to the transition to less polluting vehicles. Super credits (Multipliers for LZEVs) I have read today of a report "The FCAI and Australian Climate Policy" Released by InfluenceMap which has analysed over 500 documents released under Freedom of Information laws. This report catalogues a depressing range of arguments used by fossil fuel companies, and backward looking car companies, to try to delay the introduction of electric vehicles in Australia. The mostly secretive lobbying to date aims to have government adopt weak, toothless and essentially ineffective standards with the aim of allowing continued sales of internal combustion vehicles. The report indicates that these lobbyists would like a range of "super credits" which have a spurious impact on emissions and if allowed to proceed, would only result in Australia having the weakest standards in the world. In other words, we would continue to have the most polluting vehicles - so no change then. I urge the Government to reject in full the proposed models from the dinosaurs of the car industry (such as Toyota). Again, we have perfectly adequate international models to use which have yielded strong consumer preferences and manufacturer engagement in the transition to electric vehicles.
238	Mark Thorp	Response to Fuel Efficiency Standard Consultation Paper To the Infrastructure Department, Thank you for the opportunity to make a submission to the Fuel Efficiency Standards Consultation Paper. Please see my responses to the consultation areas below: Guiding Principles I wish to begin with providing the context with which I believe every discussion needs to consider and the dire consequences of inaction on climate change, driving temperature extremities that destroy agriculture in future generations .. REMEMBER how the fossil fuel industry explicitly knew the hazards of lead poisoning, a universally known fact and still it was added to gasoline to alleviate the issues with pinging in internal combustion engines, putting automobiles above public health and marketed without the warnings as well as safety measures like has happened now with the tobacco industry. Let’s consider what else the fossil fuel industry might not want the general population to know what the medical community’s uncovered on the impacts of tailpipe emissions on public health and the costs to the public health system. Excerpt from the University of Melbourne - Health impacts associated with traffic emissions in Australia - page 5 of 11 :

International estimates :

In 2010 the UK Committee on the Medical Effects of Air Pollution (COMEAP 2010) estimated an annual 29,000 premature deaths attributed to anthropogenic (man-made) PM2.5. In 2015 the UK's Department for Environment Food and Rural Affairs (Defra) estimated an annual 23,500 deaths were attributed to NO2 (COMEAP 2015). After accounting for some overlap between pollutants the estimated combined effect of both pollutants was 40,000 annual premature deaths (Holgate 2017).

The New Zealand HAPINZ 3.0 study provides recent internationally peer reviewed estimates of the health and economic impacts of air pollution in New Zealand (Figure 2). Using both NO2 and PM2.5, an annual 3,300 premature deaths were attributed to anthropogenic (man-made) air pollution with over two thirds (>2,200) attributed to motor vehicles, costing the New Zealand economy an annual $15.5 billion (Kuschel, Metcalf et al. 2022). Motor vehicles were estimated to contribute 17% of the PM2.5 and 100% of the NO2, making it the single largest source of anthropogenic air pollution in New Zealand (Figure 2). The HAPINZ authors described their findings as 'surprising' and 'startling', and undertook numerous additional analyses to check for bias, as well as rigorous peer-review.

Australian context :

To date there are no robust estimates of the health and economic impacts of vehicle emissions in Australia. Estimates have been based on desktop extrapolations of the contribution vehicle exhaust makes to overall PM2.5 and do not include NO2. Due

to urbanisation demographics, fuel content, traffic fleet composition and similar underlying asthma prevalence, it's reasonable to anticipate health impacts are the same if not worse per capita compared to New Zealand. Scaling New Zealand results for PM2.5 and NO2 from motor vehicles, up to the Australian population produces the following figures for motor vehicle emissions:

Premature deaths (adults) - 11,105

Cardiovascular hospitalisations (all ages) - 12,210

Respiratory hospitalisations (all ages) - 6,840 Asthma prevalence (0 – 18 years) - 66,000

These figures are magnitudes greater than estimates used to inform policy decisions, highlighting Australians are exposed to a much larger health burden attributed to traffic related air pollution than currently recognised.

https://www.unimelb.edu.au/__data/assets/pdf_file/0006/4498161/Expert-Position-Statement_Vehicle-emissions_FINAL.pdf

Image how awesome it would be if no one's forced to breathe in tailpipe emissions like passive smokers were forced by tobacco :)

IN ADDITION to the principles the Government has already suggested, here are suggested additional principles:

Ambition ~

* We're starting from further behind (over a decade behind the EU) and will need to go hard to catch up with the rest of the world.

* At the bare minimum, needs to be in line with the Government's commitment to the Paris Agreement and a 1.5C trajectory.

Integrity ~

* Data transparency – in the control of the public, linked to overall CO2 reductions.

Equity ~

* Cost-of-living and the effects on consumers are not mentioned in the discussion paper. Delaying the benefits of EVs and fuel-efficient vehicles to consumers will mean they are paying more for fuel and maintenance in the short term.

* Any FES should reduce spending on fuel for consumers over time.

Clean energy ~

* The energy charging up EVs needs to be clean, so the electrification of our vehicle fleet needs to match the grid becoming renewable.

FES Design: Starting emissions level limit & approach / Adjustments of limit level / Multiple targets / When should a FES start?

I wish to reiterate the context with which I believe every discussion needs to consider and the dire consequences of inaction on climate change inducing extreme weather events on steroids for future generations ..

REMEMBER how the fossil fuel industry explicitly knew the hazards of lead poisoning, a universally known fact and still it was added to gasoline to alleviate the issues with pinging in internal combustion engines, putting automobiles above public health and marketed without the warnings as well as safety measures like has happened now with the tobacco industry.

Let's consider what else the fossil fuel industry might not want the general population to know what the medical community's uncovered on the impacts of tailpipe emissions on public health and the costs to the public health system.

Excerpt from the University of Melbourne - Health impacts associated with traffic emissions in Australia - page 5 of 11 :

International estimates :

In 2010 the UK Committee on the Medical Effects of Air Pollution (COMEAP 2010) estimated an annual 29,000 premature deaths attributed to anthropogenic (man-made) PM2.5. In 2015 the UK's Department for Environment Food and Rural Affairs (Defra) estimated an annual 23,500 deaths were attributed to NO2 (COMEAP 2015). After accounting for some overlap between pollutants the estimated combined effect of both pollutants was 40,000 annual premature deaths (Holgate 2017).

The New Zealand HAPINZ 3.0 study provides recent internationally peer reviewed estimates of the health and economic impacts of air pollution in New Zealand (Figure 2). Using both NO2 and PM2.5, an annual 3,300 premature deaths were attributed to anthropogenic (man-made) air pollution with over two thirds (>2,200) attributed to motor vehicles, costing the New Zealand economy an annual $15.5 billion (Kuschel, Metcalf et al. 2022). Motor vehicles were estimated to contribute 17% of the PM2.5 and 100% of the NO2, making it the single largest source of anthropogenic air pollution in New Zealand (Figure 2). The HAPINZ authors described their findings as 'surprising' and 'startling', and undertook numerous additional analyses to check for bias, as well as rigorous peer-review.

Australian context :

To date there are no robust estimates of the health and economic impacts of vehicle emissions in Australia. Estimates have been based on desktop extrapolations of the contribution vehicle exhaust makes to overall PM2.5 and do not include NO2. Due

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https://www.unimelb.edu.au/__data/assets/pdf_file/0006/4498161/Expert-Position-Statement_Vehicle-emissions_FINAL.pdf

Image how awesome it would be if no one's forced to breathe in tailpipe emissions like passive smokers were forced by tobacco :)

Government questions, my answers ~

Government Question: What should Australia's CO2 FES target be?

My Answer: The target need to be 0g CO2/km, but it should have been that at least ten years ago!

Government Question: How quickly should emissions reduce over what timeframe?

My Answer: Starting sooner, but not later than July 1st, 2024, at a rate of emissions reduction to reach 0g CO2/km to no later than 2035.

Government Question: Should the Australian FES start slow with a strong finish, start strong, or be a straight line or take a different approach?

My Answer: At a minimum, starting at New Zealand's emissions ceiling, but preferably 10% stronger than that level.

Catch up with other countries by meeting the CO2 emissions ceiling of the country with the lowest (best) ceiling, with a strong preference for beating the ceiling of that country by 10%.

Government Question: How many years ahead should the Government set emissions targets, and with what review mechanism to set limits for the following period?

My Answer: Targets should be set 5 years in advance.

The Standard should be reviewed every 2 years.

Government Question: How should the Government address the risks of the standard being found to be too weak or too strong while it is operating?

My Answer: If anything, As long as Australia continues exporting fossil fuels, we'll always be seen to be too weak on anything related to emissions reduction measures. That's what I see our FES should be seen to be up against.

Again, It should necessitate Australia adopts to stay ahead of countries with the lowest (best) ceiling, with a strong preference for beating the ceiling of that country by not less than 10%.

Government Question: Should an Australian FES adopt two emissions targets for different classes of vehicles?

My Answer: Nothing more than One Standard for all light vehicle classes (cars, light and heavy SUVs, and Light Commercial Vehicles).

Government Question: When do you think a FES should start?

My Answer: I'd like to see Australia's FES start immediately as of now, but if that's not humanly possible the scientific consensus recommends it must start no later than July 1st, 2024. Reaching 0g CO2/km no later than 2035.

Super credits (Multipliers for LZEVs)

I can’t stipulate enough the context with which I believe every discussion needs to consider and the dire consequences of inaction on climate change, bringing wars over markets and resources collapse to future generations ..

REMEMBER how the fossil fuel industry explicitly knew the hazards of lead poisoning, a universally known fact and still it was added to gasoline to alleviate the issues with pinging in internal combustion engines, putting automobiles above public health and marketed without the warnings as well as safety measures like has happened now with the tobacco industry.

Let’s consider what else the fossil fuel industry might not want the general population to know what the medical community’s uncovered on the impacts of tailpipe emissions on public health and the costs to the public health system.

Excerpt from the University of Melbourne - Health impacts associated with traffic emissions in Australia - page 5 of 11 :

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In 2010 the UK Committee on the Medical Effects of Air Pollution (COMEAP 2010) estimated an annual 29,000 premature deaths attributed to anthropogenic (man-made) PM2.5. In 2015 the UK’s Department for Environment Food and Rural Affairs (Defra) estimated an annual 23,500 deaths were attributed to NO2 (COMEAP 2015). After accounting for some overlap between pollutants the estimated combined effect of both pollutants was 40,000 annual premature deaths (Holgate 2017).

The New Zealand HAPINZ 3.0 study provides recent internationally peer reviewed estimates of the health and economic impacts of air pollution in New Zealand (Figure 2). Using both NO2 and PM2.5, an annual 3,300 premature deaths were attributed to anthropogenic (man-made) air pollution with over two thirds (>2,200) attributed to motor vehicles, costing the New Zealand economy an annual $15.5 billion (Kuschel, Metcalf et al. 2022). Motor vehicles were estimated to contribute 17% of the PM2.5 and 100% of the NO2, making it the single largest source of anthropogenic air pollution in New Zealand (Figure 2). The HAPINZ authors described their findings as ‘surprising’ and ‘startling’, and undertook numerous additional analyses to check for bias, as well as rigorous peer-review.

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Can’t image how liberating it would be when no one’s forced to breathe in tailpipe emissions like passive smokers were forced by tobacco :)

Government Questions ~

Government Question: Should an Australian FES include multiplier credits for LZEVs?

My Answer: No, an Australian FES should not include multiplier credits (super credits).

Super credits are dodgy accounting that makes no real-world emissions reduction.

Government Question: If so, what level should the multipliers be, should they apply equally to both classes of vehicle (if adopted) and for how long should they apply?

My Answer: Super credits are for “innovative technologies” – Hybrids, plug-in hybrids and EVs are no longer “innovative technologies” as they have been around for decades.

Most super credits will be phased out by 2024 in the US – this is the same time we will likely be starting our own scheme.

Government Question: Should the total benefit available from these credits be capped?

My Answer: If we do include super credits, they should:

* Be for “innovative technologies”, such as EVs under the $40,000 AUD mark, and EV utes which are still in their infancy globally,

* Consider including vehicles with a significant portion of their componentry made within Australia.

* Have public data regarding the portion of emissions abatement for each automaker.

* Be capped, apply at a rate of less than 1.5 per vehicle, and be phased out after 3 years.

Other comments:

4. Do you have anything else you would like to add to your submission?

My understanding is that ICEs developed to burn hydrogen still produce NOx.

Synthetic and biofuels still produce noxious gases and particulates that’s detrimental not only to public health, but for all life and we haven’t even reached net zero yet.

I wish to conclude by providing the context with which I believe every discussion needs to consider and the dire consequences of inaction on climate change, the unimaginable impacts affecting future generations ..

REMEMBER how the fossil fuel industry explicitly knew the hazards of lead poisoning, a universally known fact and still it was added to gasoline to alleviate the issues with pinging in internal combustion engines, putting automobiles above public health and marketed without the warnings or safety measures like has happened now with tobacco industry.

Let’s consider what else the fossil fuel industry might not want the general population to know what the medical community’s uncovered on the impacts of tailpipe emissions on public health and the costs to the public health system.

Excerpt from the University of Melbourne - Health impacts associated with traffic emissions in Australia - page 5 of 11 :

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239	Mathew Gregson	Response to Fuel Efficiency Standard Consultation Paper To the Infrastructure Department, Thank you for the opportunity to make a submission to the Fuel Efficiency Standards Consultation Paper. Please see my responses to the consultation areas below: Guiding Principles Some of the principles the Government has suggested are reasonable, but they are not sufficient or specific enough to ensure a successful and ambitious FES. Here are some suggested additional or revised principles: • Effective in reducing transport emissions from light vehicles to zero by 2035. The purpose of a FES is not only to reduce the average amount of CO2 emitted by Australia's new light vehicle fleet over time, but also to eliminate them completely by 2035, which is necessary to meet the Paris Agreement and a 1.5C trajectory. This is also consistent with the FESs in place or planned in major advanced markets such as the UK, Norway and California.

		• Equitable so all Australians can access the vehicles they need for work and leisure at an affordable cost. The cars that we drive are a critical part of how Australians live and work, and need to be practical. The Australian FES will need to be equitable and not unduly negatively impact any particular group of people or part of Australia. It will also need to ensure that consumers can benefit from the lower fuel and maintenance costs of EVs and fuel-efficient vehicles, and that there are adequate incentives and support for low-income households and regional areas to transition to cleaner vehicles. • Transparent and well explained to avoid unintended consequences and increase public trust. The details of an Australian FES will need to be accessible, whilst available in sufficient granularity and predictability to allow industry to make good long-term investment decisions, and not unduly increase red tape. It will also need to be communicated clearly and honestly to the public, with regular reporting and feedback mechanisms, to avoid any confusion or misinformation and to increase public awareness and acceptance of the FES. • Credible and robust by drawing on expert analysis and experience and being aligned with international best practice. We want Australia's FES to be designed with the latest and best analysis available, drawing on the expertise of industry, the environmental community, academia and others. We also want it to be aligned with international best practice and standards, so that Australia does not become a dumping ground for older and dirtier vehicles that are no longer allowed in other markets. • Enable vehicles with the best emissions and safety technology to be available to Australians as soon as possible. It is important that Australians have access to the best and latest vehicle technology, as good as or better than what is available internationally. We want to avoid increasing the average age of vehicles in the fleet so there are no inadvertent safety impacts. We also want to encourage innovation and development of new technologies that can further reduce emissions and improve safety, such as EVs under the $40,000 AUD mark, EV utes, hydrogen vehicles, autonomous vehicles etc. FES Design: Starting emissions level limit & approach / Adjustments of limit level / Multiple targets / When should a FES start? • Australia's CO2 FES target should be at least 10% lower than New Zealand's emissions ceiling, and preferably catch up with and beat the CO2 emissions ceiling of the country with the lowest (best) ceiling by 10%. • Emissions should reduce as quickly as possible over a short timeframe. Starting on July 1st, 2024 and reaching 0g CO2/km no later than 2035. • The Australian FES should start strong and be a straight line approach. This will ensure a consistent and predictable reduction of emissions over time and avoid any loopholes or delays. • The Government should set emissions targets 5 years in advance and review them every 2 years. This will allow for enough planning and flexibility to adjust to changing circumstances and technologies. • The Government should address the risks of the standard being too weak or too strong while it is operating by having a transparent and independent review mechanism that can recommend adjustments based on data and evidence. The Government should also consult with stakeholders and experts regularly and respond to feedback promptly. • An Australian FES should not adopt two emissions targets for different classes of vehicles. This will simplify the standard and avoid any confusion or inconsistency. One standard for all light vehicle classes (cars, light and heavy SUVs, and Light Commercial Vehicles) will ensure a level playing field and a fair distribution of responsibility among manufacturers and consumers.

		• A FES should start as soon as possible, preferably on July 1st, 2024. This will give enough time for manufacturers and consumers to prepare for the transition and take advantage of the benefits of EVs and fuel-efficient vehicles. Super credits (Multipliers for LZEVs) • No, multiplier credits for LZEVs should not be included in an Australian FES. They are a misleading way to reduce emissions that does not reflect reality. They are also outdated and unnecessary for technologies that are already widely available and adopted. • If multiplier credits are included, they should only apply to truly innovative technologies that are still rare and expensive, such as EVs that cost less than $40,000 AUD and EV utes. They should also reward vehicles that have a high local content. They should be transparent, limited, and short-lived. • Yes, the total benefit from multiplier credits should be capped. This will avoid any distortion or unfairness in the market and ensure that the FES achieves its overall emissions reduction target. The cap should be set at a level that does not allow any manufacturer or vehicle class to offset more than 10% of their actual emissions with credits. The cap should also be reviewed and adjusted every 2 years to reflect the changing availability and adoption of LZEVs. Other comments: • I hope you will consider my submission and adopt a strong and ambitious FES for Australia that will benefit the environment, the economy, and the society. • I urge you to act swiftly and decisively to implement a FES that will put Australia on the path to a zero-emissions future and ensure our competitiveness and leadership in the global market. • I appreciate the opportunity to provide my input on this important issue and I look forward to seeing the outcomes of your consultation and decision-making process.
240	HEATHER WATSON	Response to Fuel Efficiency Standard Consultation Paper To the Infrastructure Department, Thank you for the opportunity to make a submission to the Fuel Efficiency Standards Consultation Paper. Please see my responses to the consultation areas below: Guiding Principles I strongly support the introduction of fuel efficiency standards to Australia. I understand that around 18% of Australia's carbon emissions come from transport. Therefore reducing transport emissions by utilising electric vehicles will greatly assist us to meet our carbon reduction target. Not only this but it would assist us in reducing airborne pollution. Presently the Australian vehicle market is seen as a dumping ground for vehicles which don't meet the fuel emissions standards now in place in the vast majority of countries overseas. Consequently the emissions from many Australian vehicles are unnecessarily high. There is a strong and growing demand in Australia for electric vehicles as these vehicles are proving to be safe, reliable and extremely fuel efficient. Electric vehicles are particularly cost effective if powered by renewable energy of which there can be a surplus at certain times of the day. This could be of huge benefit to businesses and households which have sufficient space to produce their own renewable energy. Unfortunately most electric vehicles are not manufactured in Australia and must be purchased from overseas manufacturers. At present the vast majority of these

		vehicles are sold to countries with fuel efficiency standards. This results in fewer vehicles for sale in Australia and at higher prices than a similar vehicles overseas. I firmly believe that if Australia adopted a fuel efficiency standard which is at least in line with European or New Zealand standards, the market would quickly move towards fuel efficient electric vehicles and away from highly polluting diesel vehicles. This would greatly assist Australia to meet it's carbon reduction targets, reduce other airborne pollutants in our air and make available clean, safe and fuel efficient vehicles to a much broader section of the Australia public
241	Paul Netterfield	Response to Fuel Efficiency Standard Consultation Paper To the Infrastructure Department, Thank you for the opportunity to make a submission to the Fuel Efficiency Standards Consultation Paper. Please see my responses to the consultation areas below: Guiding Principles We must act urgently to defend Australia against the impending threats from climate change both domestically and from a sensational defence perspective. Please apply as much effort to this as you would to any national threat. Keeping the CO2 to below the 1.5°C level is critical for your and our responsibility to the nation.
242	Jacqueline Franklin	Response to Fuel Efficiency Standard Consultation Paper To the Infrastructure Department, Thank you for the opportunity to make a submission to the Fuel Efficiency Standards Consultation Paper. Please see my responses to the consultation areas below: Guiding Principles To whom it may concern Many of us live in the New England, whereby distance travel is far more common, Myself 31 klms for each week's shopping. Our fuel prices are higher than larger city folk. I am craving for an E V for the great savings benefits to assist everyday cost of living. Many singles, couples, Senior age or not and families are financially crippled, because we are a major mining provider to other small nations, who have had the joy of E V's a decade longer, making us a financial cripple to the greed of Fossil Fuel Companies which appears grossly unfair and those countries have much shorter travelling distances, so we are financially crippled both ways. Fossil fuel companies appear to be given all their desires versus the Australian travelling public that needs to be curbed it appears. Australia is a signatory to the 2015 Paris Climate reduction 1.5 that is urgently in need of addressing. Climate conscious organizations should have to go to Court to fight these moguls putting our and world climate at further risk. Already our boys are in Canada fighting huge fires risking their lives. What does it take for an Australian Gov't to act in the people's climate and financial interest and not financially punish us for wanting an E V Car my fuel bill is expensive for a pensioner, please give us an even break. Many thanks. Yours sincerely Jacqueline Franklin

26.05.2023

FES Design: Starting emissions level limit & approach / Adjustments of limit level / Multiple targets / When should a FES start?

To whom it may concern.

I would like to write about Fuel Efficiency Standards Design. What will be your design be? it appears some countries design are more socially pleasing than others it appears. For Australia, I guess this is where fossil fuel lobbyists may become active perhaps.

The Design time, if starting 1 July 2024. To reach Og CO2/km no later than 2035

The Strength: At a minimum, preferably, 10% than New Zealand's level.= with a catchup to other countries by meeting the CO2 emissions ceiling of the country with the lowest and best ceiling, indeed, then beat that ceiling by 10% I think may be good.

Complexity: To having one standard for all light vehicle classes ie cars, light and heavy SUVs and light Commercial Vehicles with the "Curve" a linear approach.

Adjustments: Targets to be set 5 years in advance.

The Standard, review two yearly.

This is my submission to the FES Design as per above

Many thanks.

Yours sincerely

Jacqueline Franklin

Super credits (Multipliers for LZEVs)

To Whom it may Concern re., Super Credits (Multipliers for LZ E V's)

As follows:

Should an Australian F E S include multiplier credits for LZEV's?

If so, what level should the multipliers be, should they equally apply to both classes of vehicle, if adopted, and for how long should they apply?

Should the total benefit available from these credits be capped?

Suggested talking points:

NO, an Australian F E S should NOT include multiplier credits (super credits).

Super credits are dodgy accounting that makes no real world emissions reduction.

Super credits are for "innovative technologies" = Hybrids, plug-in hybrids and E V's are no longer "innovative technologies" as they have been around for decades.

Most Super credits will be phased out by 2024. In the U S - this is the same time we will likely be starting our own scheme.

If we do not include Super credits, they should:

Be for "Innovative technologies," such as E V's under the $40,000 AUD mark, and E V Utes which are still in their infancy globally,

Consider, including vehicles with a significant portion of their componentry made within Australia.

Have Public data regarding the portion of emissions abatement for each automaker.

Be capped, apply at a rate of less than 1.5 per vehicle and to be phased out after 3 years.

		Kind regards Jacqueline Franklin Other comments: I would like to confirm, I am looking forward to knowing the componentry will be manufactured in Australia. will be great news. Looking forward to affordable vehicles with the right emissions abatement for every automaker will be extra good.
243	Michael Bull	Response to Fuel Efficiency Standard Consultation Paper To the Infrastructure Department, Thank you for the opportunity to make a submission to the Fuel Efficiency Standards Consultation Paper. Please see my responses to the consultation areas below: Guiding Principles In addition to the principles already suggested , here are additional principles that I suggest should be added: Ambition We're starting from further behind (over a decade behind the EU) and will need to go hard to catch up with the rest of the world At the bare minimum, needs to be in line with the Government's commitment to the Paris Agreement and a 1.5C trajectory Integrity Data transparency – in the control of the public, linked to overall CO2 reductions Equity Cost-of-living and the effects on consumers are not mentioned in the discussion paper. Delaying the benefits of EVs and fuel-efficient vehicles to consumers will mean they are paying more for fuel and maintenance in the short term Any FES should reduce spending on fuel for consumers over time Clean energy The energy charging up EVs needs to be clean, so the electrification of our vehicle fleet needs to match the grid becoming renewable FES Design: Starting emissions level limit & approach / Adjustments of limit level / Multiple targets / When should a FES start? 2. Fuel Efficiency Standards Design Time: Starting on July 1st, 2024. Reaching 0g CO2/km no later than 2035. Strength: At a minimum, starting at New Zealand's emissions ceiling, but preferably 10% stronger than that level. Catch up with other countries by meeting the CO2 emissions ceiling of the country with the lowest (best) ceiling, with a strong preference for beating the ceiling of that country by 10%. Complexity:

		One Standard for all light vehicle classes (cars, light and heavy SUVs, and Light Commercial Vehicles). The “curve” should be a linear approach. Adjustments: Targets should be set 5 years in advance. The Standard should be reviewed every 2 years. Super credits (Multipliers for LZEVs) I don't think that super credits should be included in the standard unless they are for vehicles with a significant part of their componetry made in Australia.
244	Bernard Terry	Response to Fuel Efficiency Standard Consultation Paper To the Infrastructure Department, Thank you for the opportunity to make a submission to the Fuel Efficiency Standards Consultation Paper. Please see my responses to the consultation areas below: Guiding Principles What should Australia’s CO2 FES target be? At a minimum, starting at whatever NZ’s limit is at the time of “switch on”. Preferably 10% stronger than New Zealand’s limit at the time of “switch on”. 2024: a CO2 limit of at least 120.5g CO2/km and not exceeding 133.9g (a reduction on the current Australian average of 146.5g between 8.6% and 17.7%) 2025: a CO2 limit of at least 101.3g CO2/km and not exceeding 112.6g (a reduction on the current Australian average of 146.5g between 23.1% and 30.8%) Australia should aim to catch up with other countries. To do this, we must at bare minimum meet the CO2 emissions ceiling/target of the country with the lowest ceiling, with a strong preference for beating the ceiling of that country by 10% each year. We call this the “Bunnings principle”: if you find a lower emissions ceiling on a Fuel Efficiency Standard, we’ll beat it by 10%. YOU”RE WELCOME, DEPARTMENT. Whatever FES we decide on, it should get Australia on a trajectory to reach 0g CO2/km no later than 2035. This is in line with the IEA and CSIRO’s modelling. It should be noted that we do not expect the Government to announce the date for 0g CO2/km publicly.
245	Rupert Macgregor	Response to Fuel Efficiency Standard Consultation Paper To the Infrastructure Department, Thank you for the opportunity to make a submission to the Fuel Efficiency Standards Consultation Paper. Please see my responses to the consultation areas below: Guiding Principles Although the draft priciples suggested are broadly OK, they would benefit from some sharpening up in these aspects: * Ambition and Urgency. Nothing has been attempted or achieved in this area in Australia for at least a decade,or more, which most comparable countries at least have put a variety of standards in place, so - as with all other strategic iitiatives to reduce greenhouse gas emissions -,the need for action is urgent and pressing.

		Similarly, ambition and need must determine the strength of the standards that will be established - a waste of time and opportunity just to align with low standaard evidentin other countires; We can and must pitch them in line with the strongest and most effective in place aroudn the world, to maximise this opportunity to ensure and achieve the best and fastest practicable benefits in terms of emission reduction targets - and other potential benefits. * Data Transparency & Continuous Review. There needs to be ongoing reporting on effectiveness and qualntifiable greenhouse gas reduction achievements - also review to idenfity any opportunities for further tightening (including upward adjustments in other jurisdictions of the world. * Ancillary Benefits. The discussion paper appears to ignore the issues of cost-of-living benefits from lower fuel usage and potentially lower maintenance costs for consumers from more efficient vehicles- the envisaged benefits should include reduced spending on fuel for consumers over time. * Clean Energy Grid. Self-evidently, maximum benefit is achieved by the electrification of the national vehical fleet by the matching transformation of the electricity grid to renewable-sourced - clean - alectricity. FES Design: Starting emissions level limit & approach / Adjustments of limit level / Multiple targets / When should a FES start? * Time: Should commence no later than 1st July 2024, with the objective of net zero emissions no later than 2035. * Strength. At a minimum should start at New Zealand's emissions ceiling - but ideally should be set 10% higher: start strong as we mean to gon on. * Levels. As a staring point, there should be only one standard for all light vehicle classes, i.e cars,light and heavy SUVand Light Commercial vehicles. * Reviews and Adjustments. Targets should be set five years in advance; and the Standard should be reviwed every two years.. Super credits (Multipliers for LZEVs) * NO - the Australian FES operation should NOT includemultiplier (super) credits. These are more about creative accounting than achieving any actual emissions reductions. Also, the purpose of super credits is for "innovative technologies"; which neither electic vehicles, nor hybrids, nor plug-in hybrids are, having been around for many decades. Note also that in the United States of America, most super credition will be phased out by 2024 - which is, of course, when we will be first putting our schme into operation. If we were persuaded to introduce a form of super credits this should be tightly restricted to the following criteria: * To be only for "innovative technologies" such as electric vehicles under cost of say $A40,000, and for electric utilities, which are pretty much at eary inception around the world. * Could include vehicles with significant proportion of their components made in Australia; * Have public data regarding the portion of aemissions abatement for each automaker *Be capped, to apply at a rate of less than 1.5 per vehicle, and be phased out after three years.
246	Meredith Kefford	Response to Fuel Efficiency Standard Consultation Paper To the Infrastructure Department,

		Thank you for the opportunity to make a submission to the Fuel Efficiency Standards Consultation Paper. Please see my responses to the consultation areas below: Guiding Principles I'm happy with the proposed guiding principles as far as they go, but extra principles are needed: Equity: Australia is already a highly inequitable society, with 10% of the population owning 50% of the wealth. Better-off people will be able to buy EVs earlier, and not be impacted by short-term price increases. The fuel efficiency initiatives need to framed to ensure they don't increase inequitalities. More ambitious: We're starting off way behind many comparable countries. We need to move fast to reach the Government's commitment to the Paris Agreement - and this is the bare minimum.
247	Rosemary Johnson	Response to Fuel Efficiency Standard Consultation Paper To the Infrastructure Department, Thank you for the opportunity to make a submission to the Fuel Efficiency Standards Consultation Paper. Please see my responses to the consultation areas below: Guiding Principles We are at least 10 years behind the EU countries when it comes to EV roll out so we need to work harder to catch up with the rest of the world. The minimum requirements should be consistent with the commitment we made to the Paris agreeement, keeping CO2 below 1.5C. Delaying EVs will cost consumers more in petrol and car maintenance at a time when cost of living is through the roof. Electrification of vehicles will only work if the grid becomes renewable. FES Design: Starting emissions level limit & approach / Adjustments of limit level / Multiple targets / When should a FES start? Commencing on 1/7/24 and reaching)g CO2/km by 2035. FES minimum that of NZ's emissions ceiling. Preferrable stronger than that. One standard for all light vehicle clsses. Targets to be set 5 years in advance with a review every 2 years. Super credits (Multipliers for LZEVs) Super cedits are just a form of dodgy accounting rather than real emissions reduction. Most super credits in the US will be phased out by 2024 so it makes no sense for us to start them.
248	Ray Menon	Response to Fuel Efficiency Standard Consultation Paper To the Infrastructure Department, Thank you for the opportunity to make a submission to the Fuel Efficiency Standards Consultation Paper. Please see my responses to the consultation areas below: Guiding Principles

		We're starting from further behind (over a decade behind the EU) and will need to go hard to catch up with the rest of the world At the bare minimum, needs to be in line with the Government's commitment to the Paris Agreement and a 1.5C trajectory Integrity Data transparency – in the control of the public, linked to overall CO2 reductions Cost-of-living and the effects on consumers are not mentioned in the discussion paper. Delaying the benefits of EVs and fuel-efficient vehicles to consumers will mean they are paying more for fuel and maintenance in the short term Any FES should reduce spending on fuel for consumers over time Clean energy The energy charging up EVs needs to be clean, so the electrification of our vehicle fleet needs to match the grid becoming renewable FES Design: Starting emissions level limit & approach / Adjustments of limit level / Multiple targets / When should a FES start? At a minimum, starting at New Zealand's emissions ceiling, but preferably 10% stronger than that level. Catch up with other countries by meeting the CO2 emissions ceiling of the country with the lowest (best) ceiling, with a strong preference for beating the ceiling of that country by 10%. One Standard for all light vehicle classes (cars, light and heavy SUVs, and Light Commercial Vehicles). The "curve" should be a linear approach. Adjustments: Targets should be set 5 years in advance. The Standard should be reviewed every 2 years. Super credits (Multipliers for LZEVs) No, an Australian FES should not include multiplier credits (super credits). Super credits are dodgy accounting that makes no real-world emissions reduction. Super credits are for "innovative technologies" – Hybrids, plug-in hybrids and EVs are no longer "innovative technologies" as they have been around for decades. Most super credits will be phased out by 2024 in the US – this is the same time we will likely be starting our own scheme. If we do include super credits, they should: Be for "innovative technologies", such as EVs under the $40,000 AUD mark, and EV utes which are still in their infancy globally, Consider including vehicles with a significant portion of their componentry made within Australia. Have public data regarding the portion of emissions abatement for each automaker. Be capped, apply at a rate of less than 1.5 per vehicle, and be phased out after 3 years. Other comments: Abandon the policies of the previous government!

249	Monica O'Wheel	Response to Fuel Efficiency Standard Consultation Paper To the Infrastructure Department, Thank you for the opportunity to make a submission to the Fuel Efficiency Standards Consultation Paper. Please see my responses to the consultation areas below: Guiding Principles To the Fuel Efficiency Stndards inquiry As we coming to this policy so late, a decade after the EU, we need to catch up. The world will hit 1.5C of warming in the next 5 years. We have to do all we can to reduce our emissions, as one the highest per capita emitting nations on Earth. We have made a committment to 1.5C of warming so we need to act. We can reduce drivers cost of living by introducing emissions standards by making Electric cars are more affordable. Apparently car manufacturers are very happy to sell high emission vechilies into aAUStralia as we have no emission standareds. whe we get them they will bring electric cars here. FES Design: Starting emissions level limit & approach / Adjustments of limit level / Multiple targets / When should a FES start? At a minimum, we should be starting at New Zealand's emissions ceiling, but preferably going for 10% stronger than that level. Our start date should be July 2024 and get to 0g CO2/km no later than 2035. THis ambitious but I don't like fires, floods droughts, storms that kill our friends, neighbours and wildlife and decimate our country with long recovery times. We should have one standard for all light vehicles, including heavier vehicles like SUVs that have been promoted in the past. THe standards will need to be reviewed as we go along and be publicised in advance. Super credits (Multipliers for LZEVs) We don't ned to use supre Credits as the elcetric vehicle technology has been around for more than 10 years. Let's just get on with it. The models are all there. We need to be ambitious rather than water it all down to have little incentive for us all to chnge our vehicles over to electric.
250	Gary Saunders	Response to Fuel Efficiency Standard Consultation Paper To the Infrastructure Department, Thank you for the opportunity to make a submission to the Fuel Efficiency Standards Consultation Paper. Please see my responses to the consultation areas below: Guiding Principles We're starting from further behind (over a decade behind the EU) and will need to go hard to catch up with the rest of the world At the bare minimum, needs to be in line with the Government's commitment to the Paris Agreement and a 1.5C trajectory Data Cost-of-living and the effects on consumers are not mentioned in the discussion paper. Delaying the benefits of EVs and fuel-efficient vehicles to consumers will mean they are paying more for fuel and maintenance in the short term Any FES should reduce spending on fuel for consumers over time

		transparency – in the control of the public, linked to overall CO2 reductions The energy charging up EVs needs to be clean, so the electrification of our vehicle fleet needs to match the grid becoming renewable FES Design: Starting emissions level limit & approach / Adjustments of limit level / Multiple targets / When should a FES start? Time: Starting on July 1st, 2024. Reaching 0g CO2/km no later than 2035. Strength: At a minimum, starting at New Zealand's emissions ceiling, but preferably 10% stronger than that level. Catch up with other countries by meeting the CO2 emissions ceiling of the country with the lowest (best) ceiling, with a strong preference for beating the ceiling of that country by 10%. Complexity: One Standard for all light vehicle classes (cars, light and heavy SUVs, and Light Commercial Vehicles). The "curve" should be a linear approach. Adjustments: Targets should be set 5 years in advance. The Standard should be reviewed every 2 years. Super credits (Multipliers for LZEVs) No, an Australian FES should not include multiplier credits (super credits). Super credits are dodgy accounting that makes no real-world emissions reduction. Super credits are for "innovative technologies" – Hybrids, plug-in hybrids and EVs are no longer "innovative technologies" as they have been around for decades. Most super credits will be phased out by 2024 in the US – this is the same time we will likely be starting our own scheme. If we do include super credits, they should: Be for "innovative technologies", such as EVs under the $40,000 AUD mark, and EV utes which are still in their infancy globally, Consider including vehicles with a significant portion of their componentry made within Australia. Have public data regarding the portion of emissions abatement for each automaker. Be capped, apply at a rate of less than 1.5 per vehicle, and be phased out after 3 years. Other comments: i have recently purchased a BYD Atto 3 EV and I am very pleased with it. I can charge it at home from my solar panels. However, the charging station situation is a dog's breakfast. My regional town has no charging station at present. There is a diversity of charging stations when traveling. There needs to be a standardization and many more available.
251	Dirk Kurpershoek	Response to Fuel Efficiency Standard Consultation Paper To the Infrastructure Department,

		Thank you for the opportunity to make a submission to the Fuel Efficiency Standards Consultation Paper. Please see my responses to the consultation areas below: Guiding Principles I beg that the decisions be made in an open and transparent manner and that the long term interests of Australian citizens be paramount. This is something on which government has a very poor track record. The "It is very complicated" just does not cut it. FES Design: Starting emissions level limit & approach / Adjustments of limit level / Multiple targets / When should a FES start? The Australian FES needs to take immediate action to bring our standards into line with countries that have the strongest standards. Australia cannot afford to remain a dumping ground for vehicles that do not meet the emission standards of other countries. To allow this to continue is akin to permitting use of leaded fuel to continue. I expect our government to show true leadership - not hide under the doona. Super credits (Multipliers for LZEVs) I do not accept Super Credits as a viable mechanism to incentivize car makers to switch to low emission technology. It is tantamount to rewarding bad performance and bad buying decisions. It will just delay the hard decision moment. Should Super Credits be the only mechanism to support the unique needs of remote communities then they need to be short term and set up to ensure the funds spent on Super Credits return the maximum benefit to Australian taxpayers. There is no reason why research and production of vehicles to meet both unique needs and emission standards is not carried out in Australia. Other comments: A bit of courage and some "outside the box" thinking is what I expect (demand?) of our government. For far too long policy has been to "kick the can down the road" I expect better of our elected leaders.
252	Phil Browne	Response to Fuel Efficiency Standard Consultation Paper To the Infrastructure Department, Thank you for the opportunity to make a submission to the Fuel Efficiency Standards Consultation Paper. Please see my responses to the consultation areas below: Guiding Principles Australia is years behind many other countries on fuel efficiency, and it's now getting worse with the trend of people buying large fuel-guzzling SUVs and American-style mammoth mega-utes. Our action must be *strong* in order to catch up with the rest of the world, including many of the European countries and even our Kiwi neighbours. Australia is not achieving our commitments under the Paris Climate Agreement, and strong fuel efficiency standards can reduce transport emissions, helping us to remain under 1.5 degrees of global warming. Weak fuel efficiency standards will not achieve the necessary: 1) Emissions reductions required to slow climate change, and ... 2) Fuel cost savings for Australian motorists to help with household budgets during this cost of living crisis.

		All energy used for charging EVs must be from 100% renewable sources, increasing the phase out of burning fossil fuels for energy and further reducing carbon emissions. FES Design: Starting emissions level limit & approach / Adjustments of limit level / Multiple targets / When should a FES start? A FES is needed urgently. Our FES should commence on 1 January 2024, with emissions progressively reducing to a mandatory 0 grams of CO2/km by 2035. We need to replicate what is working overseas - but in order to future-proof our standards, we need to do even better than the best overseas countries, with even stronger legislated cuts to emissions. We only need to look at New Zealand and many European countries for great examples of mandatory vehicle emissions caps. Replicate what the best of these countries do, but instead make our FES even stronger, in order to future-proof it. Don't be at the back of the pack (as we currently are) - but instead be a world-leader and lead the pack on FES. New Zealand also has a great "Fee-bate" scheme to reduce emissions, slash fuel costs and to make cleaner greener vehicles cheaper (and therefore more plentiful). In NZ, they: - Incentivise zero-emission vehicles (EVs) by means of a large rebate, and ... - Discourage high-emission vehicles by means of fees (taxes) to own a more polluting vehicle - The sliding-scale fees on high-polluting vehicles pay for the rebates for EVs. This is a huge win win for emissions reduction as well as for the household budget with drastically reduce fuel costs. Australia must replicate this system here. All classes of vehicles must be captured under a FES. The FES must mandate progressively reducing emission limits, with limits set 5 years in advance (to inform vehicle manufacturers) and must be reviewed every 2 years. Super credits (Multipliers for LZEVs) Our FES should not include multiplier credits because they generally don't result in actual emissions reduction. Other comments: Be brave, be bold and develop a strong world-leading FES that will benefit Australians financially and also help to reduce climate change.
253	Pamela Algar	Response to Fuel Efficiency Standard Consultation Paper To the Infrastructure Department, Thank you for the opportunity to make a submission to the Fuel Efficiency Standards Consultation Paper. Please see my responses to the consultation areas below: Guiding Principles The science is clear. Please read up on what happens when earth reaches tipping point. We cannot continue using fossil fuels and hurtling towards the point of no return…that point is already here for glaciers. FES Design: Starting emissions level limit & approach / Adjustments of limit level / Multiple targets / When should a FES start?

		Please just take this seriously. Yes it will cost. Pay up. Budget cuts sent directly to making EVs more affordable for more people, will be welcomed. Climate change is inconvenient. We must take some inconvenience to slow global warming. Super credits (Multipliers for LZEVs) Fund innovation towards converting our current vehicles using multiplier credits. Other comments: At what point will our government change the current economic methods? People are educated and understand urgent action is needed. I, as would many other voters, like transparency on what is being done. Yours sincerely
254	Trevor Hoare	Response to Fuel Efficiency Standard Consultation Paper To the Infrastructure Department, Thank you for the opportunity to make a submission to the Fuel Efficiency Standards Consultation Paper. Please see my responses to the consultation areas below: Guiding Principles Given that Australia has not kept up with global standards on fuel emissions we should aim to at the very least catch up and aim to equal the world's best standards. This is crucial for the health of Australians, to enable our fleet to as rapidly as possible become as clean as possible to do our bit in reducing fossil carbon emissions. It will save Australians more money sooner and help attract the maximum number and vaiety of EVs sooner. FES Design: Starting emissions level limit & approach / Adjustments of limit level / Multiple targets / When should a FES start? The FES should start as soon as practical. No later than 1 july 2024 It hould start at EU or NZ standards and progress in a straight line to zero by 2035 It shoud apply to all new vehicl;e classes. Thre should also be a parallel standards for heavy vehicles with our vehicle standards modified to allow the most recent heavy EV designs from Europe and America to be used on our roads. The standard needs to be reviewed to progress towards the objective and any changes in global standards as well as the progress in climate change, Super credits (Multipliers for LZEVs) No. We have all the technologies we need and the incentives to develop new technologies are the CO2 emissions limits and the market! these are loopholes for manufactiurers with Arguable extra emissions reductions Other comments: Lets get it done, to best practices as soona s possible. ICE manufacturers lobbying is to be largey ignored!
255	Ian Birdwheel	Response to Fuel Efficiency Standard Consultation Paper To the Infrastructure Department, Thank you for the opportunity to make a submission to the Fuel Efficiency Standards Consultation Paper.

Please see my responses to the consultation areas below:

Guiding Principles

Under 'Effective' please add 'dramatically' to 'reduce emissions' as we're starting from further behind (over a decade behind the EU) and will need to go hard to catch up with the rest of the world. At the bare minimum, these dramatic emissions reductions need to be in line with the Government's own commitment to the Paris Agreement and a 1.5C trajectory.

The eventual legislation needs the integrity of data transparency, in the control of the public, linked to overall greenhouse gas reductions.

The legislation should also consider its impact on cost-of-living & the effects on consumers, both direct & indirect. Any FES should reduce spending on fuel for consumers over time.

Centrally, the energy charging up EVs MUST be clean, so the electrification of our vehicle fleet needs to match the grid moving rapidly towards 100% renewables.

FES Design: Starting emissions level limit & approach / Adjustments of limit level / Multiple targets / When should a FES start?

The FES should start on July 1st, 2024, reaching 0g CO2/km no later than 2035. It should start at New Zealand's emissions ceiling as a minimum, but preferably 10% stronger than that level. It should have one Standard for all light vehicle classes (cars, light and heavy SUVs, and Light Commercial Vehicles) & the "curve" should be a linear approach.Targets should be set 5 years in advance & the Standard should be reviewed every 2 years.

Super credits (Multipliers for LZEVs)

An Australian FES should not include multiplier credits (super credits) that are largely dodgy accounting that makes no real-world emissions reduction.They are for "innovative technologies" – hybrids, plug-in hybrids and EVs are no longer "innovative technologies" as they have been around for decades.

Most super credits will be phased out by 2024 in the US – deleting them as we will likely be just starting our own scheme.

The ONLY way they should be included is for concrete gains such as such as EVs under the $40,000 AUD mark, EV utes, light & heavy commercials, & local content. (Restarting vehicle manufacture in Australia, producing EVs, would have multiple benefits.)

Any super credits should have public data regarding the portion of emissions abatement for each automaker & be capped, apply at a rate of less than 1.5 per vehicle, and be phased out after 3 years.

Other comments:

We, in Australia are very late in coming to these essential technologies, due to the wasted years of the misinformation-driven or wilfully ignorant 'climate wars' & must make all efforts to join the front ranks those countries who are moving to mitigate the looming climate chaos. We MUST break away from the vested interests of the fossil fuel & allied industries.

If you won't listen to me, listen to the 18 January 2023

UN Secretary-General's remarks at the World Economic Forum:

"Today, fossil fuel producers and their enablers are still racing to expand production, knowing full well that this business model is inconsistent with human survival."

But you've surely heard that?

		A strong, transparent FES, as soon as possible, is part of a business model consistent with human survival.
256	Edward and Deborah Wenham	Response to Fuel Efficiency Standard Consultation Paper To the Infrastructure Department, Thank you for the opportunity to make a submission to the Fuel Efficiency Standards Consultation Paper. Please see my responses to the consultation areas below: Guiding Principles AS Solar citizens we support In addition to the principles the Government has already suggested Ambition We're starting from further behind (over a decade behind the EU) and will need to go hard to catch up with the rest of the world At the bare minimum, needs to be in line with the Government's commitment to the Paris Agreement and a 1.5C trajectory Integrity Data transparency – in the control of the public, linked to overall CO2 reductions Equity Cost-of-living and the effects on consumers are not mentioned in the discussion paper. Delaying the benefits of EVs and fuel-efficient vehicles to consumers will mean they are paying more for fuel and maintenance in the short term Any FES should reduce spending on fuel for consumers over time Clean energy The energy charging up EVs needs to be clean, so the electrification of our vehicle fleet needs to match the grid becoming renewable FES Design: Starting emissions level limit & approach / Adjustments of limit level / Multiple targets / When should a FES start? Time: Starting on July 1st, 2024. Reaching 0g CO2/km no later than 2035. Strength: At a minimum, starting at New Zealand's emissions ceiling, but preferably 10% stronger than that level. Catch up with other countries by meeting the CO2 emissions ceiling of the country with the lowest (best) ceiling, with a strong preference for beating the ceiling of that country by 10%. Complexity: One Standard for all light vehicle classes (cars, light and heavy SUVs, and Light Commercial Vehicles). The "curve" should be a linear approach. Adjustments: Targets should be set 5 years in advance. The Standard should be reviewed every 2 years.

		Super credits (Multipliers for LZEVs) No, an Australian FES should not include multiplier credits (super credits). Super credits are dodgy accounting that makes no real-world emissions reduction. Super credits are for “innovative technologies” – Hybrids, plug-in hybrids and EVs are no longer “innovative technologies” as they have been around for decades. Most super credits will be phased out by 2024 in the US – this is the same time we will likely be starting our own scheme. If we do include super credits, they should: Be for “innovative technologies”, such as EVs under the $40,000 AUD mark, and EV utes which are still in their infancy globally, Consider including vehicles with a significant portion of their componentry made within Australia. Have public data regarding the portion of emissions abatement for each automaker. Be capped, apply at a rate of less than 1.5 per vehicle, and be phased out after 3 years. Other comments: WE are angry about the inaction re EVs and also the governments non action is regard to renewables , As citizens we should have the same access to Evs and other renewable products that others citizens in other countries have - so far its way too little way too late
257	Paul Buchhorn	Response to Fuel Efficiency Standard Consultation Paper To the Infrastructure Department, Thank you for the opportunity to make a submission to the Fuel Efficiency Standards Consultation Paper. Please see my responses to the consultation areas below: Guiding Principles Additional AMBITION We’re starting from further behind (over a decade behind the EU) and will need to go hard to catch up with the rest of the world At the bare minimum, needs to be in line with the Government’s commitment to the Paris Agreement and a 1.5C trajectory Integrity Equity Cost-of-living and the effects on consumers are not mentioned in the discussion paper. Delaying the benefits of EVs and fuel-efficient vehicles to consumers will mean they are paying more for fuel and maintenance in the short term Any FES should reduce spending on fuel for consumers over time Clean energy The energy charging up EVs needs to be clean, so the electrification of our vehicle fleet needs to match the grid becoming renewable FES Design: Starting emissions level limit & approach / Adjustments of limit level / Multiple targets / When should a FES start?

		Timing: Starting on July 1st, 2024. Reaching 0g CO2/km no later than 2035. Strength: At a minimum, starting at New Zealand's emissions ceiling, 10% stronger than that level. Catch up with other countries by meeting the CO2 emissions ceiling of the country with the lowest (best) ceiling, with a strong preference for beating the ceiling of that country by 10%. Complexity: One Standard for all light vehicle classes (cars, light and heavy SUVs, and Light Commercial Vehicles). The "curve" should be a linear approach. Adjustments: Targets should be set 5 years in advance. The Standard should be reviewed every 2 years. Super credits (Multipliers for LZEVs) No, an Australian FES should not include multiplier credits (super credits). Super credits are dodgy accounting that makes no real-world emissions reduction. Most super credits will be phased out by 2024 in the US – this is the same time we will likely be starting our own scheme. Super credits are for "innovative technologies" – Hybrids, plug-in hybrids and EVs are no longer "innovative technologies" as they have been around for decades. If we do include super credits, they should: Be for "innovative technologies", such as EVs under the $40,000 AUD mark, and EV utes which are still in their infancy globally, Consider including vehicles with a significant portion of their componentry made within Australia. Have public data regarding the portion of emissions abatement for each automaker. Be capped, apply at a rate of less than 1.5 per vehicle, and be phased out after 3 years. Other comments: We need tome to EV's as soon as possible and assist maximum Australian manufacture to not miss out on this transition for our workforce. We have an abundance of solar and wind energy available and this needs to be developed at a fast rate and provide an a major export.
258	Alan Pursch	Response to Fuel Efficiency Standard Consultation Paper To the Infrastructure Department, Thank you for the opportunity to make a submission to the Fuel Efficiency Standards Consultation Paper. Please see my responses to the consultation areas below: Guiding Principles Thank you for the opportunity to make this submission.

		We know that we have to make a rapid reduction in transport emissions to meet our international commitments, keep global warming to under 1.5%, and avoid the worst of almost inevitable - on our current trajectory - catastrophic climate deterioration. As Australia is one of the very few developed countries with no fuel efficiency standards, it is evident that we need to move rapidly, at least before the end of this year, to establish meaningful standards. It is pleasing to see that the Albanese government plans to do this. It is essential that this is done before 2024, that the standards establish a realistic minim in line with other countries, and that there are no loopholes that could be exploited. This will ensure that Australia dies not become a dumping ground for polluting vehicles. On the contrary, it will guarantee a supply of zero emission vehicles, giving Australian consumers more choices and lower costs, and deliver very significant environmental benefits. FES Design: Starting emissions level limit & approach / Adjustments of limit level / Multiple targets / When should a FES start? FES design should ensure: 1. Emission standards are introduced as soon as possible, and definitely by 1 July's 2024 2. At a minimum, standards should be consistent with keeping global temperature rise below 1.5%C 3. Standards should be at least as stringent as New Zealand's, preferably 10% higher 4. Standards should ensure we catch up with the rest of the world as soon as possible 5. There must be no loopholes that could be exploited. Super credits (Multipliers for LZEVs) Multiplier (super) credits should not be used, because of their potential use in "creative" accounting practices that do not help emissions reduction. They should only (possibly) be used temporarily and in a very targeted way to, for example, speed the introduction of electric utes. Other comments: Let's do this@
259	Frances Bell	Response to Fuel Efficiency Standard Consultation Paper To the Infrastructure Department, Thank you for the opportunity to make a submission to the Fuel Efficiency Standards Consultation Paper. Please see my responses to the consultation areas below: Guiding Principles We’re starting from further behind (over a decade behind the EU) and will need to go hard to catch up with the rest of the world. At the bare minimum, needs to be in line with the Government’s commitment to the Paris Agreement and a 1.5C trajectory. we need to have data transparency – in the control of the public, linked to overall CO2 reductions

		Cost-of-living and the effects on consumers are not mentioned in the discussion paper. Delaying the benefits of EVs and fuel-efficient vehicles to consumers will mean they are paying more for fuel and maintenance in the short term. Any FES should reduce spending on fuel for consumers over time The energy charging up EVs needs to be clean, so the electrification of our vehicle fleet needs to match the grid becoming renewable FES Design: Starting emissions level limit & approach / Adjustments of limit level / Multiple targets / When should a FES start? Australia's CO2 FES should start on July 1st, 2024. Reaching 0g CO2/km no later than 2030. we don't have time to dilly-dally. At a minimum, we should start at New Zealand's emissions ceiling, but preferably 10% stronger than that level. to catch up with other countries, we need to meet the CO2 emissions ceiling of the country with the lowest (best) ceiling, with a strong preference for beating the ceiling of that country by 10%. One Standard for all light vehicle classes (cars, light and heavy SUVs, and Light Commercial Vehicles). The "curve" should be a linear approach. Targets should be set 5 years in advance. The Standard should be reviewed every 2 years. Super credits (Multipliers for LZEVs) No, an Australian FES should not include multiplier credits (super credits). Super credits are dodgy accounting that makes no real-world emissions reduction. Super credits are for "innovative technologies" – Hybrids, plug-in hybrids and EVs are no longer "innovative technologies" as they have been around for decades. Most super credits will be phased out by 2024 in the US – this is the same time we will likely be starting our own scheme. If we do include super credits, they should: Be for "innovative technologies", such as EVs under the $40,000 AUD mark, and EV utes which are still in their infancy globally, Consider including vehicles with a significant portion of their componentry made within Australia. Have public data regarding the portion of emissions abatement for each automaker. Be capped, apply at a rate of less than 1.5 per vehicle, and be phased out after 3 years. Other comments: It is long past time Australia got on board with so many legitimate schemes and standards for reducing greenhouse gas emissions. Because our governments have been so lax on this issue, and so much in the pockets of the fossil fuel industry, we have to be tougher than other countries on these standards just to keep par.
260	Owen Brown	Response to Fuel Efficiency Standard Consultation Paper To the Infrastructure Department, Thank you for the opportunity to make a submission to the Fuel Efficiency Standards Consultation Paper. Please see my responses to the consultation areas below: Guiding Principles

		I believe that Australia has never had a fuel efficiency standard, investigated & enforced by Govt agencies. As a result there have been no prosecutions against oil companies or car manufacturers - not even against volks Wagon who not only put false efficiency stickers on their cars (illegal) they put devices on their vehicles (illegal) to give falsely low pollution levels. It was left to other countries to discover, prove and prosecute VW - and even then the Australia Govt did nothing to rein in the practice to protect the Australian public. Now there is talk about introducing Efficiency standards for ICE cars & the new E cars we should be making at least as strong as New Zealand's otherwise we are creating loopholes to thwarting our standards. Owen Brown
261	Geoffrey Shepherd	Response to Fuel Efficiency Standard Consultation Paper To the Infrastructure Department, Thank you for the opportunity to make a submission to the Fuel Efficiency Standards Consultation Paper. Please see my responses to the consultation areas below: Guiding Principles I used to work in the oil industry for Shell Australia and then BP Oil (UK) My work was as Senior Analytical Instrument Technician.My work was to supervise the people in the team to look after the instruments which measured all the required parameters of the fuel which was required by the American Standard Test Methods to ensure that the fuel was suitable and fit for purpose. I can assure you that when things went wrong the fuel was of no use and had to be recycled and refined again to be clean and useable.Another function of the team was pollution control of the various process units and that could involve some filthy chemicals such as hydrofluoric acid to ensure the correct product quality with no contamination. .Another thing is that in my 30 years in the oil industry 8 times I had to fight fires that started because of leaks or malfunctions of equipement. The way to go in the future is renewable energy.I love my new MG ZS EV,so clean and and so safe. FES Design: Starting emissions level limit & approach / Adjustments of limit level / Multiple targets / When should a FES start? Super credits (Multipliers for LZEVs) Credits for what?Just get on with it,we can't mess about. Other comments: No get on with it without distractions by greedy companies.
262	Dr Thomas Wilson	Response to Fuel Efficiency Standard Consultation Paper To the Infrastructure Department, Thank you for the opportunity to make a submission to the Fuel Efficiency Standards Consultation Paper. Please see my responses to the consultation areas below: Guiding Principles

Thank you for the opportunity to comment. I wish to advance these additional principles. The FES should include:

AMBITION

1. FES to be phased in by 1st July 2024

2. Match our progress to other major markets ASAP

3. Put Australia on track to meet the Paris Agreement of limiting global warming to 1.5 degrees.

4. We're starting from further behind (over a decade behind the EU) and will need to go hard to catch up with the rest of the world.

5. At the bare minimum, FES need to be in line with the Government's commitment to the Paris Agreement and a 1.5C trajectory;

INTEGRITY

1. Rule out all super credits, loopholes and accounting tricks that make Standards weaker than they appear.

2. Make clear and transparent the true CO2 emissions reduction year on year.

3. Data transparency – in the control of the public, linked to overall CO2 reductions; AND

EQUITY

1. Send a strong market signal to manufacturers that they must prioritise low and zero-emissions vehicles that suit regional Australians and trades.

2. Save Australian motorists money overall by reducing petrol bills, including measures to reduce upfront EV cost and increase charging accessibility.

3. Cost-of-living and the effects on consumers are not mentioned in the discussion paper. Delaying the benefits of EVs and fuel-efficient vehicles to consumers will mean they are paying more for fuel and maintenance in the short term.

4. Any FES should reduce spending on fuel for consumers over time

5. Clean energy

6. The energy charging up EVs needs to be clean, so the electrification of our vehicle fleet needs

FES Design: Starting emissions level limit & approach / Adjustments of limit level / Multiple targets / When should a FES start?

TIMING

Starting on July 1st, 2024. Reaching 0g CO2/km no later than 2035.

STRENGTH

Minimally, begin at New Zealand's emissions ceiling, but preferably 10% stronger than that level.

Catch up with other countries by meeting the CO2 emissions ceiling of the country with the lowest (best) ceiling, with a strong preference for beating the ceiling of that country by 10%.

COMPLEXITY

One Standard for all light vehicle classes (cars, light and heavy SUVs, and Light Commercial Vehicles).

The "curve" should be a linear approach.

ADJUSTMENTS

		Targets should be set 5 years in advance. The Standard should be reviewed every 2 years. Super credits (Multipliers for LZEVs) An Australian FES should NOT include multiplier credits (super credits). Super credits are dodgy accounting that makes no real-world emissions reduction. Super credits are for “innovative technologies” – Hybrids, plug-in hybrids and EVs are no longer “innovative technologies” as they have been around for decades. Most super credits will be phased out by 2024 in the US – this is the same time we will likely be starting our own scheme. If we do include super credits, they should: Be for “innovative technologies”, such as EVs under the $40,000 AUD mark, and EV utes which are still in their infancy globally, Consider including vehicles with a significant portion of their componentry made within Australia. Have public data regarding the portion of emissions abatement for each automaker. Be capped, apply at a rate of less than 1.5 per vehicle, and be phased out after 3 years.
263	William Spiers	Response to Fuel Efficiency Standard Consultation Paper To the Infrastructure Department, Thank you for the opportunity to make a submission to the Fuel Efficiency Standards Consultation Paper. Please see my responses to the consultation areas below: Guiding Principles After years of political procrastination and with the consequent minimal progress to date and the ongoing resultant and sadly unnecessary air pollution and its associated health consequences, adoption of a strong FES should occur - as quickly as humanly possible, - be clearly described to the public at all times, - aim for zero emissions for all new vehicles by 2030 or earlier, - and be applied in synchrony with charging stations based on renewable energy sources country wide. We are well behind the 8 ball on these issues. FES Design: Starting emissions level limit & approach / Adjustments of limit level / Multiple targets / When should a FES start? See above, plus the FES should incorporate design features that absolutely discourage car manufacturers continuing supply of ICE vehicles ASAP. The environment is making it clear it is not prepared to cop any more thoughtless technology preferences. If a few manufacturers find themselves in a Kodak moment it is not as if they didn't have decades of science to work with and change course earlier. Super credits (Multipliers for LZEVs) There should be no need if we just knuckle down and do it! Keep the whole process simple and transparent.

		Other comments: I am one of many thousands nursing an old diesel vehicle along until an affordable and appropriate EV is available to replace it. A decent FES will accelerate EV uptake and expand market variety dramatically. The sooner the better.
264	Andrew Birks	Response to Fuel Efficiency Standard Consultation Paper To the Infrastructure Department, Thank you for the opportunity to make a submission to the Fuel Efficiency Standards Consultation Paper. Please see my responses to the consultation areas below: Guiding Principles Dear Madam/Sir, So far Australia has had a weak Fuel Emissions Standard. As a concerned Australian citizen I believe this country needs a new FES code at least as demanding on having fuel of high quality and low emissions potential as instigated by New Zealand. Andrew Birks
265	Wendy Baker	Response to Fuel Efficiency Standard Consultation Paper To the Infrastructure Department, Thank you for the opportunity to make a submission to the Fuel Efficiency Standards Consultation Paper. Please see my responses to the consultation areas below: Guiding Principles Fossil fuels are on the way out, but Australia is starting behind the rest of the world and we need to catch up quickly with strong decisions. Our electricity grid is moving toward renewables and this will benefit the electrification of our vehicles. FES Design: Starting emissions level limit & approach / Adjustments of limit level / Multiple targets / When should a FES start? Since Australia is already behind the rest of the world in setting a fuel efficiency target, a starting date of 1 July 2024 does not seem unreasonable. Targets need to be set well in advance with an end goal for zero CO2 by 2035. New Zealand already has a strong standard, so Australia does not need to re-invent anything. But we are already behind in starting so perhaps ten percent above New Zealand's standard for all light vehicles would be a sensible goal. Targets should be reviewed every two years and publicly shared. Super credits (Multipliers for LZEVs) Electric vehicles are standard throughout the world but incentive credits for vehicles made with a significant portion of Australian components or labour would encourage uptake and lower costs. Affordability will play a large part in how quickly we can phase out internal combustion vehicles. Such incentives need only a five year period before being capped or discontinued. Other comments:

		If I were ten years younger, I would already have an EV on order. But at 86 my driving life is coming to an end and I hope I will live long enough to see an end to internal combustion driven cars on Australian roads. With a strong Fuel Emission Standard in place, Australia will no longer be a dumping ground for the poorest vehicles on offer.
266	Ross Gibbons	Guiding Principles In addition to the principles the Government has already suggested, please consider the following principles: Ambition We're starting from further behind (over a decade behind the EU) and will need to go hard to catch up with the rest of the world At the bare minimum, needs to be in line with the Government's commitment to the Paris Agreement and a 1.5C trajectory Integrity Data transparency – in the control of the public, linked to overall CO2 reductions Equity Cost-of-living and the effects on consumers are not mentioned in the discussion paper. Delaying the benefits of EVs and fuel-efficient vehicles to consumers will mean they are paying more for fuel and maintenance in the short term Any FES should reduce spending on fuel for consumers over time Clean energy The energy charging up EVs needs to be clean, so the electrification of our vehicle fleet needs to match the grid becoming renewable FES Design: Starting emissions level limit & approach / Adjustments of limit level / Multiple targets / When should a FES start? The FES should consider the following: ime: Starting on July 1st, 2024. Reaching 0g CO2/km no later than 2035. Strength: At a minimum, starting at New Zealand's emissions ceiling, but preferably 10% stronger than that level. Catch up with other countries by meeting the CO2 emissions ceiling of the country with the lowest (best) ceiling, with a strong preference for beating the ceiling of that country by 10%. Complexity: One Standard for all light vehicle classes (cars, light and heavy SUVs, and Light Commercial Vehicles). The "curve" should be a linear approach. Adjustments: Targets should be set 5 years in advance. The Standard should be reviewed every 2 years. Super credits (Multipliers for LZEVs) An Australian FES should not include multiplier credits (super credits).

267	Jonathan Peter	Response to Fuel Efficiency Standard Consultation Paper To the Infrastructure Department, Thank you for the opportunity to make a submission to the Fuel Efficiency Standards Consultation Paper. Please see my responses to the consultation areas below: Guiding Principles After allowing Australia to become the 'dumping ground' of high emitting, high polluting cars for decades we have a lot to do to catch up with the rest of the developed world. These low standards have made the introduction of EV's more difficult as they cannot compete on a very steep 'playing field" . So the guiding principals should be determined by a serious focus on the Paris 2015 agreed 1.5 degree limit, ensuring that Australia will meet these targets , not eventually, or in 2050, but AS SOON AS POSSIBLE! Obviously we need the data on emissions, and the standards to measure them to be as transparent and publicly available. Comparing them to other countries commitments could be useful. FES Design: Starting emissions level limit & approach / Adjustments of limit level / Multiple targets / When should a FES start? FES should be at least as stringent as other countries , as we are starting from so far behind. We should do better than New Zealand. The standard should be universal for all classes of 'light' vehicles, as the purpose of this exercise is to dramatically reduce our emissions and make it attractive for the society to embrace EVs. These FES targets should be set 5 years in advance and reviewed every 2 years, Super credits (Multipliers for LZEVs) Super (multiplier)credits should not be introduced in the Australian scheme. They will make it possible to avoid actual reductions in emissions, and support vehicles that are not going to significantly reduce our emissions overall. The US will be dropping their super credits by 2024, about the same time we will starting our own program. If the recent explosion of huge American style "pick ups" is any indication, the US scheme has not effectively reduced these gas guzzling monstrosities. The size and weight of our utes has also creeped up, an unnecessary trend that only increases CO2 emissions. Other comments: I recommend you watch David Attenborough's FROZEN PLANET final. While we in Australia can continue to pretend global warming is a minor concern, the destruction of the ice at both poles, and glaciers in the mountains, with the rapidly approaching extinction of so many species in these areas cannot be denied. It may be too late to save the polar bears & monk seals up north or the penguins down south, but we are all responsible. Dragging our feet on electrifying everything with renewables is only going to make it worse for our children and grandchildren all over the world.
268	Gary McGowan	Response to Fuel Efficiency Standard Consultation Paper To the Infrastructure Department, Thank you for the opportunity to make a submission to the Fuel Efficiency Standards Consultation Paper. Please see my responses to the consultation areas below: Guiding Principles

		Ambition We're starting from further behind (over a decade behind the EU) and will need to go hard to catch up with the rest of the world At the bare minimum, needs to be in line with the Government's commitment to the Paris Agreement and a 1.5C trajectory Integrity Data transparency – in the control of the public, linked to overall CO2 reductions Equity Cost-of-living and the effects on consumers are not mentioned in the discussion paper. Delaying the benefits of EVs and fuel-efficient vehicles to consumers will mean they are paying more for fuel and maintenance in the short term Any FES should reduce spending on fuel for consumers over time Clean energy The energy charging up EVs needs to be clean, so the electrification of our vehicle fleet needs to match the grid becoming renewable
269	Ian Simons	Response to Fuel Efficiency Standard Consultation Paper To the Infrastructure Department, Thank you for the opportunity to make a submission to the Fuel Efficiency Standards Consultation Paper. Please see my responses to the consultation areas below: Guiding Principles The last point in the government's guiding principles says it all. We need to "Enable vehicles with the best emissions ...". The point is, we've been dawdling on this whole matter of emissions standards for too long. The New Zealand government has already come up with a perfectly good set of standards, with no/few loopholes. We need to simply adopt THEIR set of standards, and pronto. This will also mean that electric vehicles that are manufactured in Oz will automatically be exportable to New Zealand, and vice versa. Really, what is the hold up? FES Design: Starting emissions level limit & approach / Adjustments of limit level / Multiple targets / When should a FES start? OK, so New Zealand regulates fuel efficiency via its Clean Car Standard. It began its policy in 2023 with a year one limit of 145g CO2/km, falling to 63.3g CO2/km in 2027. At that point the country's fleet will be 62.5 per cent more efficient than the 169g CO2/km it is today. Oz simply emulates this standard! Super credits (Multipliers for LZEVs) What do the New Zealanders do? As aforesaid, we simply need to emulate what the Kiwis have done. Other comments: Yes. I have a clapped out ICE engine ute, which I desperately need to replace by an EV. This is largely because we have a full-bottle solar energy system installed at our residence. There is currently no EV model ute available. I put this down directly to the present government's stalling on implementation of suitable, thorough emissions standards for Oz.
270	Steve Clarke	Response to Fuel Efficiency Standard Consultation Paper To the Infrastructure Department,

		Thank you for the opportunity to make a submission to the Fuel Efficiency Standards Consultation Paper. Please see my responses to the consultation areas below: Guiding Principles We are so far behind the rest of the developed world we need urgent serious fuel efficiency standards commencing no later than 1 July 2024. FES Design: Starting emissions level limit & approach / Adjustments of limit level / Multiple targets / When should a FES start? The FES should be based on that of New Zealand, at least their standards, preferably higher standards. No room for exceptions such as major car manufacturers are pushing. We need more incentives to buy electric vehicles to clean up our atmosphere. A FES will give consumers more choice to buy EVs and more affordable EVs. This will also hasten EVs into the secondhand market further greatly improving our health through better air quality. Super credits (Multipliers for LZEVs) An Australian FES should not include multiplier credits, they are dodgy and make no real world emission reductions. Other comments: The sooner we have a very high FES the better off you and I and all citizens will be breathing far cleaner air. Don't delay!! Do it NOW !!!
271	Mark Munro	Response to Fuel Efficiency Standard Consultation Paper To the Infrastructure Department, Thank you for the opportunity to make a submission to the Fuel Efficiency Standards Consultation Paper. Please see my responses to the consultation areas below: Guiding Principles Our close neighbours across the Tasman Sea have shown us EXACTLY what we should be legislating. I am certain they would be happy to share their views/protocols on the F.E.S they have legislated. As an Australian,and a lifetime Labor VOTER, I would ask that the Labor Government enshrine an identical standard into LAW. Together both nations will prosper from having a bloc to ensure neither country is disadvantaged when it comes to New Technology Transport Solutions that are already being employed on other continents. The U.S.A. F.E.S. is going to be found to be UNACCEPTABLE in the near future. As such following their lead will not go anywhere near solving the existential crisis facing humanity Please consider the following Protocols Carbon Dioxide FES should be 0% by 2035 The Standard Emission Targets should be Reviewed every 2 years minimum, and upgraded if they fail to meet the targets under our Obligations under the Paris Agreement. FES Design: Starting emissions level limit & approach / Adjustments of limit level / Multiple targets / When should a FES start? A STRONG F.E.S. should include an emissions ceiling IDENTICAL to New Zealand. if not LOWER... Targets should be set several years in advance. With ongoing monitoring to tighten them up if the trajectory to 0% EMISSIONS BY 2035 is unsatisfactory. Super credits (Multipliers for LZEVs)

		Super Credits make NO significant emissions Reductions and should only be applied to INNOVATIVE Technologies for a small time period to allow for development (Perhaps 2-3 Years ONLY) Hybrids and EV's ARE NOW COMMONPLACE AND SHOULD not be INCLUDED in the Super Credits Scheme (if adopted) SIGNIFICANT FOCUS SHOULD BE APPLIED TO CHEAPER "innovative Technologies" that will Enhance adoption by "average" Aussies
272	Douglas Stetner	Response to Fuel Efficiency Standard Consultation Paper To the Infrastructure Department, Thank you for the opportunity to make a submission to the Fuel Efficiency Standards Consultation Paper. Please see my responses to the consultation areas below: Guiding Principles Ambition We're starting from further behind (over a decade behind the EU) and will need to go hard to catch up with the rest of the world At the bare minimum, needs to be in line with the Government's commitment to the Paris Agreement and a 1.5C trajectory Integrity Data transparency – in the control of the public, linked to overall CO2 reductions Equity Cost-of-living and the effects on consumers are not mentioned in the discussion paper. Delaying the benefits of EVs and fuel-efficient vehicles to consumers will mean they are paying more for fuel and maintenance in the short term Any FES should reduce spending on fuel for consumers over time Clean energy The energy charging up EVs needs to be clean, so the electrification of our vehicle fleet needs to match the grid becoming renewable FES Design: Starting emissions level limit & approach / Adjustments of limit level / Multiple targets / When should a FES start? Time: Starting on July 1st, 2024. Reaching 0g CO2/km no later than 2035. Strength: At a minimum, starting at New Zealand's emissions ceiling, but preferably 10% stronger than that level. Catch up with other countries by meeting the CO2 emissions ceiling of the country with the lowest (best) ceiling, with a strong preference for beating the ceiling of that country by 10%. Complexity: One Standard for all light vehicle classes (cars, light and heavy SUVs, and Light Commercial Vehicles). The "curve" should be a linear approach. Adjustments:

		Targets should be set 5 years in advance. The Standard should be reviewed every 2 years. Super credits (Multipliers for LZEVs) No, an Australian FES should not include multiplier credits (super credits). Super credits are dodgy accounting that makes no real-world emissions reduction. Super credits are for “innovative technologies” – Hybrids, plug-in hybrids and EVs are no longer “innovative technologies” as they have been around for decades. Most super credits will be phased out by 2024 in the US – this is the same time we will likely be starting our own scheme. If we do include super credits, they should: Be for “innovative technologies”, such as EVs under the $40,000 AUD mark, and EV utes which are still in their infancy globally, Consider including vehicles with a significant portion of their componentry made within Australia. Have public data regarding the portion of emissions abatement for each automaker. Be capped, apply at a rate of less than 1.5 per vehicle, and be phased out after 3 years.
273	Clayton Hairs	Response to Fuel Efficiency Standard Consultation Paper To the Infrastructure Department, Thank you for the opportunity to make a submission to the Fuel Efficiency Standards Consultation Paper. Please see my responses to the consultation areas below: Guiding Principles Thank you for taking the time to read my submission. I have one simple point to make in respect of implementing a STRONG fuel efficiency standard and it is an economic one.... New Zealand, as we all know, has done the hard yards and been willing to put their words into action with a very stringent and particular fuel efficiency standard. Australia is significantly behind the 8 ball here....but should we choose to follow the lead of NZ it means that we leverage the economies of scale for our region. Given that most large automative manufacturers are based OUTSIDE the East Coast of Australia and NZ geographic region I would suggest they view those two areas as ONE. As such their recognition that the same fuel efficiency standards exist in both locations that they can apply the thinking of economies of scale from the point of view of transportation. This has the upside of benefitting BOTH our countries in that vehicles quite simply become cheaper at the point of sale on account of the lower costs of logistics of sending many vehicles to a location rather than just a few. FES Design: Starting emissions level limit & approach / Adjustments of limit level / Multiple targets / When should a FES start? The sooner this standard can be implemented the better. The argument that the fuel efficiency standards come into play by mid year 2024 (at a lesser stringency in terms of CO2) and raising to the higher stringency by no later than 2035 seems sensible and realisable and will beget much support from the general public to offset the 'inevitable' nay sayers.

		The targets set should, I believe, be reviewed every 2 years with the next standard implementation be clearly announced 5 years in advance to allow for preparation, public understanding and forward planning. Super credits (Multipliers for LZEVs) An Australian fuel efficiency standard should NOT include multiplier super credits. Super credits were intended for INNOVATIVE technologies - hybrids, plug-in hybrids and EVS are no longer INNOVATIVE as they have literally been around for decades. Any super credits available should be only targeted at TRULY innovative technologies - for example EV's below a certain price range or utility vehicles (ute's) that have not got the jump start that is really required to bring the tradesmen along on the journey towards efficiency.
274	Eric Van Beurden	Response to Fuel Efficiency Standard Consultation Paper To the Infrastructure Department, Thank you for the opportunity to make a submission to the Fuel Efficiency Standards Consultation Paper. Please see my responses to the consultation areas below: Guiding Principles We are starting a decade behind the EU and will need to go hard to catch up with the rest of the world At the bare minimum, needs to be in line with the Government's commitment to the Paris Agreement and a 1.5C trajectory. For integrity, we need data transparency so the public has an ongoing understanding of overall CO2 reductions. Why are cost-of-living and the effects on consumers not mentioned in the discussion paper. Delaying the benefits of EVs and fuel-efficient vehicles to consumers will mean they are paying more for fuel and maintenance in the short term Any FES should reduce spending on fuel for consumers over time. Energy for charging EVs needs to be clean, so the electrification of our vehicle fleet needs to match the grid becoming renewables-based asap. FES Design: Starting emissions level limit & approach / Adjustments of limit level / Multiple targets / When should a FES start? It needs to start on July 1st, 2024. Reaching 0g CO2/km no later than 2035. At a minimum, the starting level should be10% stronger than the New Zealand's emissions ceiling. ie: to catch up with other countries we need to meet the CO2 emissions ceiling of the country with the lowest (best) ceiling, with a strong preference for beating the ceiling of that country by 10%. We need one Standard for all light vehicle classes (cars, light and heavy SUVs, and Light Commercial Vehicles). The "curve" should be a linear approach. Targets should be set 5 years in advance. The Standard should be reviewed every 2 years. Super credits (Multipliers for LZEVs)

		An Australian FES should not include multiplier credits (super credits). They are dodgy accounting that makes no real-world emissions reduction. Super credits are for “innovative technologies” – Hybrids, plug-in hybrids and EVs are no longer “innovative technologies” as they have been around for decades. Most super credits will be phased out by 2024 in the US – this is the same time we will likely be starting our own scheme. If we do include super credits, they should: Be for “innovative technologies”, such as EVs under the $40,000 AUD mark, and EV utes which are still in their infancy globally, Consider including vehicles with a significant portion of their componentry made within Australia. Have public data regarding the portion of emissions abatement for each automaker. They need to be capped and applied at a rate of less than 1.5 per vehicle, and be phased out after 3 years.
275	Cameron Wilson	Response to Fuel Efficiency Standard Consultation Paper To the Infrastructure Department, Thank you for the opportunity to make a submission to the Fuel Efficiency Standards Consultation Paper. Please see my responses to the consultation areas below: Guiding Principles In addition to the principles the Government has already suggested, here are suggested additional principles: Ambition We’re starting from further behind (over a decade behind the EU) and will need to go hard to catch up with the rest of the world. At the bare minimum, needs to be in line with the Government’s commitment to the Paris Agreement and a 1.5C trajectory. Integrity Data transparency needs to be in the control of the public and it definitely needs to be linked to overall CO2 reductions Equity Cost-of-living and the effects on consumers are not mentioned in the discussion paper. Delaying the benefits of EVs and fuel-efficient vehicles to consumers will mean they are paying more for fuel and maintenance in the short term. Any FES should reduce spending on fuel for consumers over time. Clean energy The energy charging up EVs needs to be clean, so the electrification of our vehicle fleet needs to match the grid becoming renewable. FES Design: Starting emissions level limit & approach / Adjustments of limit level / Multiple targets / When should a FES start? Time Starting on July 1st, 2024. Reaching 0g CO2/km no later than 2035. Strength

		At a minimum, starting at New Zealand's emissions ceiling, but preferably 10% stronger than that level. We need to catch up with other countries by meeting the CO2 emissions ceiling of the country with the lowest (best) ceiling, with a strong preference for beating the ceiling of that country by 10%. Complexity One Standard for all light vehicle classes (cars, light and heavy SUVs, and Light Commercial Vehicles). The "curve" should be a linear approach. Adjustments Targets should be set 5 years in advance and that standard should be reviewed every 2 years. Super credits (Multipliers for LZEVs) No, an Australian FES should not include multiplier credits (super credits). Super credits are dodgy accounting that makes no real-world emissions reduction. Super credits are for "innovative technologies" – Hybrids, plug-in hybrids and EVs are no longer "innovative technologies" as they have been around for decades. Most super credits will be phased out by 2024 in the US – this is the same time we will likely be starting our own scheme. If we do include super credits, they should: Be for "innovative technologies", such as EVs under the $40,000 AUD mark, and EV utes which are still in their infancy globally, Consider including vehicles with a significant portion of their components made within Australia. Have public data regarding the portion of emissions abatement for each automaker. Be capped, apply at a rate of less than 1.5 per vehicle, and be phased out after 3 years.
276	Dan Katz	Response to Fuel Efficiency Standard Consultation Paper To the Infrastructure Department, Thank you for the opportunity to make a submission to the Fuel Efficiency Standards Consultation Paper. Please see my responses to the consultation areas below: Guiding Principles Please implement a real fuel efficiency standard. This will help not only with combatting climate change, but will help make us all healthier. Clean air to breathe sounds like a no-brainer, but if we don't clamp down on polluting vehicles, our air will not be clean. FES Design: Starting emissions level limit & approach / Adjustments of limit level / Multiple targets / When should a FES start? Super credits (Multipliers for LZEVs) Allowing super credits is like a get out of jail free card for polluting vehicles.
277	Dale Curtis	Response to Fuel Efficiency Standard Consultation Paper To the Infrastructure Department, Thank you for the opportunity to make a submission to the Fuel Efficiency Standards Consultation Paper. Please see my responses to the consultation areas below: Guiding Principles I'd like to suggest some additional principles: Ambition

We're starting from much further behind than much of the developed world (e.g. over a decade behind the EU) and will need to be very concerted and ambitious to catch up. At the bare minimum, the FES needs to be in line with the Government's commitment to the Paris Agreement and a 1.5 degrees Centigrade trajectory.

Integrity

There must be absolute data transparency, in the control of the public and linked to overall CO2 reductions. There must be no accounting tricks that suggest we are doing better than reality.

Equity

Cost-of-living and the effects on consumers are not mentioned in the discussion paper. Delaying the benefits of EVs and fuel-efficient vehicles to consumers will mean they are paying more for fuel and maintenance in the short term. Any FES should reduce spending on fuel for consumers over time.

Clean energy

The energy charging up EVs needs to be clean, so the electrification of our vehicle fleet needs to match the grid becoming renewable.

FES Design: Starting emissions level limit & approach / Adjustments of limit level / Multiple targets / When should a FES start?

Timing

We should be commencing to reduce vehicle emissions by no later than July 1st, 2024. We should be aiming to reach 0g CO2/km no later than 2035.

Strength

At a minimum, we should start at New Zealand's emissions ceiling, but preferably 10% stronger than that level.

We should aim to catch up with other countries by meeting the CO2 emissions ceiling of the country with the lowest (best) ceiling, with a strong preference for beating the ceiling of that country by 10%.

Complexity

There should be one standard for all light vehicle classes (cars, light and heavy SUVs, and Light Commercial Vehicles). The simpler we can make the system (bureaucratically speaking), the better. We should aim at a standard that we know is achievable using a linear approach, but which can easily be scaled if we exceed our initial targets..

Adjustments:

Targets should be set 5 years in advance.

The Standard should be reviewed every 2 years.

Super credits (Multipliers for LZEVs)

An Australian FES should not include multiplier credits (super credits).

Super credits are very questionable and generally achieve no real-world emissions reduction.

Super credits are for "innovative technologies" – Hybrids, plug-in hybrids and EVs are no longer "innovative technologies" as they have been around for decades.

Most super credits will be phased out by 2024 in the US – this is the same time we will likely be starting our own scheme.

If we do include super credits, they should:

		- be for “innovative technologies”, such as EVs under the $40,000 AUD mark, and EV utes which - are still in their infancy globally, - consider including vehicles with a significant portion of their componentry made within Australia. - have public data regarding the portion of emissions abatement for each automaker. - be capped, apply at a rate of less than 1.5 per vehicle, and be phased out after 3 years. Other comments: Environmental groups have been calling on much tougher Fuel Efficiency Standards for a long time (there have been no official standards). We should take full advantage of the opportunity we now have to ensure that all vehicles in Australia are running at MAXIMUM efficiency, with the aim of reducing to 0 greenhouse gas emissions. We need to avoid a system that becomes a bureaucratic nightmare, impossible to administer.
278	Richard Person	Response to Fuel Efficiency Standard Consultation Paper To the Infrastructure Department, Thank you for the opportunity to make a submission to the Fuel Efficiency Standards Consultation Paper. Please see my responses to the consultation areas below: Guiding Principles In order to provide equity cost-of-living and the effects on consumers are not mentioned in the discussion paper. Delaying the benefits of EVs and fuel-efficient vehicles to consumers will mean they are paying more for fuel and maintenance in the short term. Also, the energy charging up EVs needs to be clean, so the electrification of our vehicle fleet needs to match the grid becoming renewable. FES Design: Starting emissions level limit & approach / Adjustments of limit level / Multiple targets / When should a FES start? Please just copy and paste either the American fuel standards (that have been running since 1978) or use the European standards. There is no need to reinvent the wheel and come up with tougher standards that are already in existence. Super credits (Multipliers for LZEVs) I object to the Super Credits on the following grounds: Super credits are for “innovative technologies” – Hybrids, plug-in hybrids and EVs are no longer “innovative technologies” as they have been around for decades. Most super credits will be phased out by 2024 in the US – this is the same time we will likely be starting our own scheme.
279	Virgene Link-New	Response to Fuel Efficiency Standard Consultation Paper To the Infrastructure Department, Thank you for the opportunity to make a submission to the Fuel Efficiency Standards Consultation Paper.

		Please see my responses to the consultation areas below: Guiding Principles We're starting from further behind (over a decade behind the EU) and will need to go hard to catch up with the rest of the world. For the health of our planet (and us) at the bare minimum, we need to be in line with the Government's commitment to the Paris Agreement and a 1.5C trajectory. Cost-of-living and the effects on consumers are not mentioned in the discussion paper. Delaying the benefits of EVs and fuel-efficient vehicles to consumers will mean they are paying more for fuel and maintenance in the short term. Any FES should reduce spending on fuel for consumers over time. The energy charging up EVs needs to be clean, so the electrification of our vehicle fleet needs to match the grid becoming renewable. FES Design: Starting emissions level limit & approach / Adjustments of limit level / Multiple targets / When should a FES start? Catch up with other countries by meeting the CO2 emissions ceiling of the country with the lowest (best) ceiling, with a strong preference for beating the ceiling of that country by 10% no later than 2035. Super credits (Multipliers for LZEVs) No, an Australian FES should not include multiplier credits (super credits). Super credits are dodgy accounting that makes no real-world emissions reduction. Super credits are for "innovative technologies" – Hybrids, plug-in hybrids and EVs are no longer "innovative technologies" as they have been around for decades. Most super credits will be phased out by 2024 in the US – this is the same time we will likely be starting our own scheme. If we do include super credits, they should: Be for "innovative technologies", such as EVs under the $40,000 AUD mark, and EV utes which are still in their infancy globally. Consider including vehicles with a significant portion of their componentry made within Australia. Have public data regarding the portion of emissions abatement for each automaker. Be capped, apply at a rate of less than 1.5 per vehicle, and be phased out after 3 years.
280	James Grubb	Response to Fuel Efficiency Standard Consultation Paper To the Infrastructure Department, Thank you for the opportunity to make a submission to the Fuel Efficiency Standards Consultation Paper. Please see my responses to the consultation areas below: Guiding Principles It is imperative for the survival of Planet Earth and all life on it that we take 'Global Warming' seriously and eliminate all processes that contribute to the production of 'Greenhouse gases'. Please introduce strict emission standards to ensure Australia does not become the dumping ground for inefficient vehicles and do everything you can to encourage the uptake of electric vehicles.

		Fossil fuel vehicles threaten the health of all and new emission standards are required as soon as they can be enacted. FES Design: Starting emissions level limit & approach / Adjustments of limit level / Multiple targets / When should a FES start? It is desirable that fuel efficiency standards be in place by 1st January 2024 and at least match the European Union standards with zero carbon dioxide emissions by 2030 and certainly by 2035. A tightening and review of standards should take place bi-annually. Super credits (Multipliers for LZEVs) There is little to be achieved by super credits unless they are applied to genuine innovative technologies and even then they must be assessed as to the greater good to the environment. All emission data should be reported annually for all vehicle manufacturers. Other comments: All fossil fuel vehicles poison the atmosphere and are responsible for many deaths, this must be taken into account and not swept under the carpet - just like cigarette manufactures the fossil fuel industry must be held to account..
281	Deborah Sykes	Response to Fuel Efficiency Standard Consultation Paper To the Infrastructure Department, Thank you for the opportunity to make a submission to the Fuel Efficiency Standards Consultation Paper. Please see my responses to the consultation areas below: Guiding Principles While I feel your guiding principles are great, I dont believe they go far enough. Having been in Europe recently, I realise just how far behind we are. We need to be bold in Australia. At the bare minimum, needs to be in line with the Government's commitment to the Paris Agreement and a 1.5C trajectory. But we should actually be going further. So much of Australia's general emissions are from transport. Its an easy win to be strong with our fuel efficiency standards. We should be dictating the terms, not the lobbyists. Why doesnt the discussion paper address the costs to consumers. Petrol prices are set to rise, and the cost of maintaining roads that are chewed up by the large ICE cars that are being dumped is criminal. The uptake of EVs in Europe has been huge where there are government subsidies. The discussion paper needs to be much stronger on data transparency, so we the public can see the overall CO2 reductions. FES Design: Starting emissions level limit & approach / Adjustments of limit level / Multiple targets / When should a FES start? Firstly, there should be only one standard for all light vehicle classes (cars, light and heavy SUVs, and Light Commercial Vehicles). Overcomplicating this, means meaningful data is lost and there are more avenues for the ICE manufacturers to obfuscate. The "curve" should be a linear approach. Starting on July 1st, 2024. Reaching 0g CO2/km no later than 2035. Australia should identify the country with the lowest (best) ceiling and meet and beat those CO2 emissions ceiling. To be transparent and achievable, Australia's targets should be set 5 years in advance, so we all know what we are working to, and can assess our progress. Plus with the data obtained, we should be reviewing our Standard every 2 years, so we

		can tweak. After all - we are in a climate emergency, and there is no second chance. We should start on July 1st, 2024 and reach 0g CO2/km no later than 2035. Super credits (Multipliers for LZEVs) We definitely should NOT be using multiplier credits. All data and logic I have seen shows that there is no real emissions reduction. We do not need multiplier credits for EVs. We need to be bold and strong as a country with a clear vision to reduce emissions. We are so far behind the rest of the world already, that the bar has been set and we are just being taken advantage of by ICE manufacturers. Even the US is phasing out most credits by 2024! Data should be made available to the public regarding the portion of emissions abatement for each automaker, if we go in this direction, and these should be capped at a rate of less than 1.5 per vehicle, and be phased out after 3 years.
282	Wendy Orams	Response to Fuel Efficiency Standard Consultation Paper To the Infrastructure Department, Thank you for the opportunity to make a submission to the Fuel Efficiency Standards Consultation Paper. Please see my responses to the consultation areas below: Guiding Principles As a new owner of an EV and the first household in Victoria to have grid connected solar electricity I have had the privilege to be able to prioritise sustainability in our daily life. It has been really frustrating waiting for more suitable and affordable EVs to be available in Australia whilst other countries are way ahead of us in this transition. The new FES need to be strong, transparent and at the bare minimum needs to be in line with the government's commitment to the Paris agreement and a 1.5 degree trajectory. The energy used to charge EVs needs to clean, renewable energy to ensure we are progressing quickly to sustainability. FES Design: Starting emissions level limit & approach / Adjustments of limit level / Multiple targets / When should a FES start? The new FES needs to start soon and have a clear and strong target. Starting July 1 2024 and aiming for 0CO2/km by no later than 2035. At a minimum the standard needs to have a ceiling equivalent or better than New Zealand. For simplicity there should be one standard for all light vehicle classes and the 'curve' should be a linear approach. Targets should be set 5 years ahead and reviewed every 2 years. Super credits (Multipliers for LZEVs) The Australian FEC should not include super credits unless they are for truly innovative technologies like EVs under $40,000 AUD and utes which are in their infancy globally. It may also be worth considering vehicles that have a significant part of their components made in Australia. Such Supercredits must be capped, apply at a rate less than 1.5 per vehicle and be phased out after 3 years.
283	Ray Cowling	Response to Fuel Efficiency Standard Consultation Paper To the Infrastructure Department,

		Thank you for the opportunity to make a submission to the Fuel Efficiency Standards Consultation Paper. Please see my responses to the consultation areas below: Guiding Principles We must encourage: cleaner vehicles more efficient vehicles healthier communities FES Design: Starting emissions level limit & approach / Adjustments of limit level / Multiple targets / When should a FES start? Starting on July 1st, 2024. Reaching 0g CO2/km no later than 2035. One Standard for all light vehicle classes (cars, light and heavy SUVs, and Light Commercial Vehicles). At a minimum, starting at New Zealand's emissions ceiling, but preferably 10% stronger than that level. Targets should be set 5 years in advance. Super credits (Multipliers for LZEVs) No, an Australian FES should not include multiplier credits (super credits). Super credits are dodgy accounting that makes no real-world emissions reduction. Super credits are for "innovative technologies" – Hybrids, plug-in hybrids and EVs are no longer "innovative technologies" as they have been around for decades. Most super credits will be phased out by 2024 in the US – this is the same time we will likely be starting our own scheme. If we do include super credits, they should: Be for "innovative technologies", such as EVs under the $40,000 AUD mark, and EV utes which are still in their infancy globally, Consider including vehicles with a significant portion of their componentry made within Australia. Have public data regarding the portion of emissions abatement for each automaker. Be capped, apply at a rate of less than 1.5 per vehicle, and be phased out after 3 years. Other comments: We live 60 metres from a moderately bust road in the inner city, yet the inside of our windows becomes coated with black dust - carbon from vehicles in part at least - so how much particulate matter are we inhaling?
284	Gregory Edwards	Response to Fuel Efficiency Standard Consultation Paper To the Infrastructure Department, Thank you for the opportunity to make a submission to the Fuel Efficiency Standards Consultation Paper. Please see my responses to the consultation areas below: Guiding Principles

		We're starting from further behind (over a decade behind the EU) and will need to go hard to catch up with the rest of the world At the bare minimum, needs to be in line with the Government's commitment to the Paris Agreement and a 1.5C trajectory Integrity Data transparency – in the control of the public, linked to overall CO2 reductions Equity Cost-of-living and the effects on consumers are not mentioned in the discussion paper. Delaying the benefits of EVs and fuel-efficient vehicles to consumers will mean they are paying more for fuel and maintenance in the short term Any FES should reduce spending on fuel for consumers over time Clean energy The energy charging up EVs needs to be clean, so the electrification of our vehicle fleet needs to match the grid becoming renewable FES Design: Starting emissions level limit & approach / Adjustments of limit level / Multiple targets / When should a FES start? tarting on July 1st, 2024. Reaching 0g CO2/km no later than 2035. Strength: At a minimum, starting at New Zealand's emissions ceiling, but preferably 10% stronger than that level. Catch up with other countries by meeting the CO2 emissions ceiling of the country with the lowest (best) ceiling, with a strong preference for beating the ceiling of that country by 10%. Complexity: One Standard for all light vehicle classes (cars, light and heavy SUVs, and Light Commercial Vehicles). The "curve" should be a linear approach. Adjustments: Targets should be set 5 years in advance. The Standard should be reviewed every 2 years. Super credits (Multipliers for LZEVs) an Australian FES should not include multiplier credits (super credits). Super credits are dodgy accounting that makes no real-world emissions reduction. Super credits are for "innovative technologies" – Hybrids, plug-in hybrids and EVs are no longer "innovative technologies" as they have been around for decades. Most super credits will be phased out by 2024 in the US – this is the same time we will likely be starting our own scheme. If we do include super credits, they should: Be for "innovative technologies", such as EVs under the $40,000 AUD mark, and EV utes which are still in their infancy globally, Consider including vehicles with a significant portion of their componentry made within Australia. Have public data regarding the portion of emissions abatement for each automaker.

		Be capped, apply at a rate of less than 1.5 per vehicle, and be phased out after 3 years.
285	Roger Richards	Response to Fuel Efficiency Standard Consultation Paper To the Infrastructure Department, Thank you for the opportunity to make a submission to the Fuel Efficiency Standards Consultation Paper. Please see my responses to the consultation areas below: Guiding Principles • We're starting from further behind (over a decade behind the EU) and will need to go hard to catch up with the rest of the world At the bare minimum, needs to be in line with the Government's commitment to the Paris Agreement and a 1.5C trajectory FES must be effective in reducing emissions from light vehicles • FES must be equitable so that all Australians can access the vehicles they need for work and leisure • FES must be transparent and well explained to avoid unintended consequences • FES must be credible and robust by drawing upon expert analysis and experience • FES must enable vehicles with the best emissions to be available to Australians FES Design: Starting emissions level limit & approach / Adjustments of limit level / Multiple targets / When should a FES start? • Starting by 1st July 2024 • Catch us up to other major markets ASAP • Put Australia on track to meet the Paris Agreement of limiting global warming to 1.5 degrees Super credits (Multipliers for LZEVs) • An Australian FES should not include multiplier credits for light and zero emissions vehicles. Super credits are dodgy accounting that makes no real-world emissions reduction. Other comments: Australians have been waiting far to long to have this important issue addressed. We have no time to lose.
286	Amanda King	Response to Fuel Efficiency Standard Consultation Paper To the Infrastructure Department, Thank you for the opportunity to make a submission to the Fuel Efficiency Standards Consultation Paper. Please see my responses to the consultation areas below: Guiding Principles As a resident of a busy arterial road I look forward to the day when diesel and petrol fumes are a distant and unpleasant memory. So in addition to the principles the Government has already suggested, here are suggested additional principles:

Ambition

We're starting from further behind (over a decade behind the EU) and will need to go hard to catch up with the rest of the world

At the bare minimum, needs to be in line with the Government's commitment to the Paris Agreement and a 1.5C trajectory

Integrity

Data transparency – in the control of the public, linked to overall CO2 reductions

Equity

Cost-of-living and the effects on consumers are not mentioned in the discussion paper. Delaying the benefits of EVs and fuel-efficient vehicles to consumers will mean they are paying more for fuel and maintenance in the short term

Any FES should reduce spending on fuel for consumers over time

Clean energy

The energy charging up EVs needs to be clean, so the electrification of our vehicle fleet needs to match the grid becoming renewableforward to the day when Dierk dunes are a vague and unpleasant memory of a distant past. In addition to the principles the Government has already suggested, here are suggested additional principles:

Ambition

We're starting from further behind (over a decade behind the EU) and will need to go hard to catch up with the rest of the world

At the bare minimum, needs to be in line with the Government's commitment to the Paris Agreement and a 1.5C trajectory

Integrity

Data transparency – in the control of the public, linked to overall CO2 reductions

Equity

Cost-of-living and the effects on consumers are not mentioned in the discussion paper. Delaying the benefits of EVs and fuel-efficient vehicles to consumers will mean they are paying more for fuel and maintenance in the short term

Any FES should reduce spending on fuel for consumers over time

Clean energy

The energy charging up EVs needs to be clean, so the electrification of our vehicle fleet needs to match the grid becoming renewable.

FES Design: Starting emissions level limit & approach / Adjustments of limit level / Multiple targets / When should a FES start?

Time:

Starting on July 1st, 2024. Reaching 0g CO2/km no later than 2035.

Strength:

At a minimum, starting at New Zealand's emissions ceiling, but preferably 10% stronger than that level.

Catch up with other countries by meeting the CO2 emissions ceiling of the country with the lowest (best) ceiling, with a strong preference for beating the ceiling of that country by 10%.

Complexity:

		One Standard for all light vehicle classes (cars, light and heavy SUVs, and Light Commercial Vehicles). The “curve” should be a linear approach. Adjustments: Targets should be set 5 years in advance. The Standard should be reviewed every 2 years. Super credits (Multipliers for LZEVs) No, an Australian FES should not include multiplier credits (super credits). Super credits are dodgy accounting that makes no real-world emissions reduction. Super credits are for “innovative technologies” – Hybrids, plug-in hybrids and EVs are no longer “innovative technologies” as they have been around for decades. Most super credits will be phased out by 2024 in the US – this is the same time we will likely be starting our own scheme. If we do include super credits, they should: Be for “innovative technologies”, such as EVs under the $40,000 AUD mark, and EV utes which are still in their infancy globally, Consider including vehicles with a significant portion of their componentry made within Australia. Have public data regarding the portion of emissions abatement for each automaker. Be capped, apply at a rate of less than 1.5 per vehicle, and be phased out after 3 years. Other comments: The best practice is for the federal government to pass strong, water tight rules and regulations around fuel emissions for all vehicles on Australian roads. This will ensure the take up of EVs more widely and mean cleaner air for our cities and towns - for our communities.
287	Carly Dober	Response to Fuel Efficiency Standard Consultation Paper To the Infrastructure Department, Thank you for the opportunity to make a submission to the Fuel Efficiency Standards Consultation Paper. Please see my responses to the consultation areas below: Guiding Principles We’re starting from further behind (over a decade behind the EU) and will need to go hard to catch up with the rest of the world At the bare minimum, needs to be in line with the Government’s commitment to the Paris Agreement and a 1.5C trajectory Integrity Data transparency – in the control of the public, linked to overall CO2 reductions Equity Cost-of-living and the effects on consumers are not mentioned in the discussion paper. Delaying the benefits of EVs and fuel-efficient vehicles to consumers will mean they are paying more for fuel and maintenance in the short term Any FES should reduce spending on fuel for consumers over time

		Clean energy The energy charging up EVs needs to be clean, so the electrification of our vehicle fleet needs to match the grid becoming renewable FES Design: Starting emissions level limit & approach / Adjustments of limit level / Multiple targets / When should a FES start? Time: Starting on July 1st, 2024. Reaching 0g CO2/km no later than 2035. Strength: At a minimum, starting at New Zealand's emissions ceiling, but preferably 10% stronger than that level. Catch up with other countries by meeting the CO2 emissions ceiling of the country with the lowest (best) ceiling, with a strong preference for beating the ceiling of that country by 10%. Complexity: One Standard for all light vehicle classes (cars, light and heavy SUVs, and Light Commercial Vehicles). The "curve" should be a linear approach. Adjustments: Targets should be set 5 years in advance. The Standard should be reviewed every 2 years. Super credits (Multipliers for LZEVs) No, an Australian FES should not include multiplier credits (super credits). Super credits are dodgy accounting that makes no real-world emissions reduction. Super credits are for "innovative technologies" – Hybrids, plug-in hybrids and EVs are no longer "innovative technologies" as they have been around for decades. Most super credits will be phased out by 2024 in the US – this is the same time we will likely be starting our own scheme. If we do include super credits, they should: Be for "innovative technologies", such as EVs under the $40,000 AUD mark, and EV utes which are still in their infancy globally, Consider including vehicles with a significant portion of their componentry made within Australia. Have public data regarding the portion of emissions abatement for each automaker. Be capped, apply at a rate of less than 1.5 per vehicle, and be phased out after 3 years. Other comments: We cannot keep kicking the can down the road. Enough is enough.
288	Nigel Treloar	Response to Fuel Efficiency Standard Consultation Paper To the Infrastructure Department, Thank you for the opportunity to make a submission to the Fuel Efficiency Standards Consultation Paper. Please see my responses to the consultation areas below:

		Guiding Principles Dear Minister Please know that I want you and the government to introduce a high standard for fuel emissions standards in Australia. I currently own a petrol car but we all need to change to zero emissions cars, trucks, buses, trains etc asap. This is not a political issue but one of quality of life for ourselves and our children and all future generations. Politics must step aside and you need to explain and sell this change. People, most, will get it. And that's all both of us need. Sincerely Nigel Treloar
289	David Brown	Response to Fuel Efficiency Standard Consultation Paper To the Infrastructure Department, Thank you for the opportunity to make a submission to the Fuel Efficiency Standards Consultation Paper. Please see my responses to the consultation areas below: Guiding Principles In addition to the principles the Government has already suggested, here are suggested additional principles: Ambition We're starting from further behind (over a decade behind the EU) and will need to go hard to catch up with the rest of the world At the bare minimum, needs to be in line with the Government's commitment to the Paris Agreement and a 1.5C trajectory Integrity Data transparency – in the control of the public, linked to overall CO2 reductions Equity Cost-of-living and the effects on consumers are not mentioned in the discussion paper. Delaying the benefits of EVs and fuel-efficient vehicles to consumers will mean they are paying more for fuel and maintenance in the short term Any FES should reduce spending on fuel for consumers over time Clean energy The energy charging up EVs needs to be clean, so the electrification of our vehicle fleet needs to match the grid becoming renewable FES Design: Starting emissions level limit & approach / Adjustments of limit level / Multiple targets / When should a FES start? Time: Starting on July 1st, 2024. Reaching 0g CO2/km no later than 2035. Strength: At a minimum, starting at New Zealand's emissions ceiling, but preferably 10% stronger than that level. Catch up with other countries by meeting the CO2 emissions ceiling of the country with the lowest (best) ceiling, with a strong preference for beating the ceiling of that country by 10%.

		Complexity: One Standard for all light vehicle classes (cars, light and heavy SUVs, and Light Commercial Vehicles). The “curve” should be a linear approach. Adjustments: Targets should be set 5 years in advance. The Standard should be reviewed every 2 years. Super credits (Multipliers for LZEVs) No, an Australian FES should not include multiplier credits (super credits). Super credits are dodgy accounting that makes no real-world emissions reduction. Super credits are for “innovative technologies” – Hybrids, plug-in hybrids and EVs are no longer “innovative technologies” as they have been around for decades. Most super credits will be phased out by 2024 in the US – this is the same time we will likely be starting our own scheme. If we do include super credits, they should: Be for “innovative technologies”, such as EVs under the $40,000 AUD mark, and EV utes which are still in their infancy globally, Consider including vehicles with a significant portion of their componentry made within Australia. Have public data regarding the portion of emissions abatement for each automaker. Be capped, apply at a rate of less than 1.5 per vehicle, and be phased out after 3 years. Other comments: Phasing out IC engines, especially Diesels in cars, should be the first priority
290	Wayne Rigg	Response to Fuel Efficiency Standard Consultation Paper To the Infrastructure Department, Thank you for the opportunity to make a submission to the Fuel Efficiency Standards Consultation Paper. Please see my responses to the consultation areas below: Guiding Principles Daer Minister, We are behind in adopting electric cars etc. The time for drastic action is now, for all factors affecting carbon emissions. This is not the time to compromise. We need the highest fuel efficiency standards in the world and a range of policies to accelerate the uptake of electric vehicles. Time to think of our grandchildren. Keep well. FES Design: Starting emissions level limit & approach / Adjustments of limit level / Multiple targets / When should a FES start? Daer Minister, We are behind in adopting electric cars etc. The time for drastic action is now, for all factors affecting carbon emissions. This is not the time to compromise. We need

		the highest fuel efficiency standards in the world and a range of policies to accelerate the uptake of electric vehicles. Time to think of our grandchildren. Keep well. Super credits (Multipliers for LZEVs) Daer Minister, We are behind in adopting electric cars etc. The time for drastic action is now, for all factors affecting carbon emissions. This is not the time to compromise. We need the highest fuel efficiency standards in the world and a range of policies to accelerate the uptake of electric vehicles. Time to think of our grandchildren. Keep well.
291	Jim Tippett	Response to Fuel Efficiency Standard Consultation Paper To the Infrastructure Department, Thank you for the opportunity to make a submission to the Fuel Efficiency Standards Consultation Paper. Please see my responses to the consultation areas below: Guiding Principles FES Design: Starting emissions level limit & approach / Adjustments of limit level / Multiple targets / When should a FES start? Super credits (Multipliers for LZEVs) Other comments: We spend 20 billion dollars a year importing fossil fuels. We could save significant amounts of money by imposing strict fuel efficiency standards. We don't make ICE cars locally. Work on fuel efficiency standards has been done overseas. What are you waiting for?
292	Paul Maguire	Response to Fuel Efficiency Standard Consultation Paper To the Infrastructure Department, Thank you for the opportunity to make a submission to the Fuel Efficiency Standards Consultation Paper. Please see my responses to the consultation areas below: Guiding Principles Please make Australia's fuel efficiency standards at least as strong as New Zealand's standards. I'm not going to quote chapter and verse as a figure many people will also be requesting our standards be as strong as possible. Rather than reinvent the wheel, please get a copy of the New Zealand standards and use them as a template. Thank you, Paul Maguire.
293	Caroline Pidcock	Response to Fuel Efficiency Standard Consultation Paper To the Infrastructure Department, Thank you for the opportunity to make a submission to the Fuel Efficiency Standards Consultation Paper. Please see my responses to the consultation areas below:

Guiding Principles

Thanks for starting on this critically important process.

With a desire to help you make this better for all of us, can I suggest the following improvements?

Ambition

We're starting from further behind (over a decade behind the EU) and will need to go hard to catch up with the rest of the world

At the bare minimum, needs to be in line with the Government's commitment to the Paris Agreement and a 1.5C trajectory

Integrity

Data transparency – in the control of the public, linked to overall CO2 reductions

Equity

Cost-of-living and the effects on consumers are not mentioned in the discussion paper. Delaying the benefits of EVs and fuel-efficient vehicles to consumers will mean they are paying more for fuel and maintenance in the short term

Any FES should reduce spending on fuel for consumers over time

Clean energy

The energy charging up EVs needs to be clean, so the electrification of our vehicle fleet needs to match the grid becoming renewable

ES Design: Starting emissions level limit & approach / Adjustments of limit level / Multiple targets / When should a FES start?

Again, thanks for starting, and here are some ideas for improvements:

Time:

Starting on July 1st, 2024. Reaching 0g CO2/km no later than 2035.

Strength:

At a minimum, starting at New Zealand's emissions ceiling, but preferably 10% stronger than that level.

Catch up with other countries by meeting the CO2 emissions ceiling of the country with the lowest (best) ceiling, with a strong preference for beating the ceiling of that country by 10%.

Complexity:

One Standard for all light vehicle classes (cars, light and heavy SUVs, and Light Commercial Vehicles).

The "curve" should be a linear approach.

Adjustments:

Targets should be set 5 years in advance.

The Standard should be reviewed every 2 years.

Super credits (Multipliers for LZEVs)

No, an Australian FES should not include multiplier credits (super credits).

Super credits are dodgy accounting that makes no real-world emissions reduction.

Super credits are for "innovative technologies" – Hybrids, plug-in hybrids and EVs are no longer "innovative technologies" as they have been around for decades.

		Most super credits will be phased out by 2024 in the US – this is the same time we will likely be starting our own scheme. If we do include super credits, they should: - Be for “innovative technologies”, such as EVs under the $40,000 AUD mark, and EV utes which are still in their infancy globally, - Consider including vehicles with a significant portion of their componentry made within Australia. - Have public data regarding the portion of emissions abatement for each automaker. - Be capped, apply at a rate of less than 1.5 per vehicle, and be phased out after 3 years.
294	Sarah Winkler	To everyone it concerns, I'm Sarah. I live in Melbourne with my family. We own an electric vehicle. When we made the decision, when our old car was no longer roadworthy, that the next one be an EV, our main concern was of course the environment. Australia's infrastructure centres around cars; we cannot get around the city otherwise. But we've since discovered other benefits of EVs: it's far quieter than an engine, it can accelerate faster than any road ragers who want to pull status at red lights with their fancy sports cars, and even if we needed to recharge on the way it would still cost less than refilling on petrol. Our car, when purchased, was certainly not cheap – no car ever is, really – despite being the cheapest EV on the market at that time. These cars should not be classed as luxury items. You know the amounts we've saved not having to refill on petrol? Given the rising cost of living, imagine the relief it could be if a smaller portion of your budget could be allocated to maintaining your car. But people who cannot make ends meet right now could definitely not afford the costs of buying the car and installing the charging station. If you are serious about legislating fuel efficiency standards, these standards must be affordable to all Australians, not just the upper classes. Ensure schemes will help Australia catch up to other major markets, like the EU and the US, so we aren't at the back of the queue for vehicle supply – especially regarding cheaper vehicles. Furthermore, any legislation cannot allow for dodgy credits or loopholes that weaken the integrity of the scheme, and must guarantee that all car sales by 2035 or 2030 are electric, putting Australia on the trajectory to keep global warming at 1.5º. I do not merely want the future of Australian cars to be electric – I know it is, and I believe you do, too. The science and the industry says as much. But I want this future to be a reality as soon as possible. Imagine cities where traffic noise is but a hum on the highways. Where all of us would cut down on travel time by the minutes gained of more immediate acceleration. Where fuel prices are more dependably consistent. Of course, this is easier to implement in cities than countries. But even at present, it is possible to traverse all of Australia in an EV. We need to increase the roadside refuelling points we already have, and maybe EVs would become an option for people in regional areas as well. My apologies for seeming somewhat abrupt and informal at times. I'm sure there will be more data-heavy submissions than mine. But I thought it best to show you the sincerity of my belief that EVs can be a positive impact on everyday Australians, as well as the environment and even the industry. My submission may be viewed by the public, though I doubt it will be of greater import to them than any of the others.

295	Mick Lyons	I am absolutely convinced that Australia needs a rapid shift to electric vehicles. CO2 from ICE vehicles is a major factor causing global warming and there is no good reason not to act on this urgently. My name is Mick Lyons. I am a 75 year old grandfather of seven living in Port Macquarie and like 70% of Australians, voted for action on climate change as the most important issue in the last federal election. By comparison with the previous government policies, this government has begun positively. However on car exhaust pollution control and other issues it is not moving nearly fast enough! My petrol car is due for replacement and I would buy an EV if government policies on exhaust control were conducive to making Australia an attractive target for EV sellers. I am appalled at the influence the petrol car industry is continuing to have on government. InfluenceMap is a credible source of information on this issue. It is not good enough to agree to relatively weak fuel efficiency standards. The government must insist on strong standards if it is serious in making the necessarily rapid shift to EV's and move from the end of the queue of countries racing ahead in uptaking EV's. We need all new vehicle sales to be electric by 2030 or 2035 at the latest. I give permission for this submission to be made public. Yours sincerely, Mick Lyons
296	Luke Hays	Dear Madam/Sir I'm writing to entreat the Australian Government to implement a strong, meaningful fuel efficiency standard. We absolutely must have a standard that at least equals that of other major markets like New Zealand and the European Union. This will mean that Australia does not become a dumping ground for the global car industry's unwanted stock, that Australia can shift to an electric car fleet much sooner and increase our energy independence, and reduce the transport sector's carbon emissions and our impact on climate change. It will also mean that the power of fossil fuel dictators like Vladimir Putin is greatly reduced, something that can only benefit the push for peace. Please publish my submission. Many thanks. Yours sincerely, Luke Hays
297	James Hansen	We need long overdue fuel efficiency standards for petrol and diesel vehicles on our roads. Diesel and petrol fumes have been contributing to air pollution with well documented detrimental health effects and no action has been taken to improve the situation. Additionally, fuel efficient vehicles will mean that our imports will be less ans save foreign exchange with the added benefit that we will be less reliant on imported fuel supplies. At the very least, we need fuel efficiency standards that match New Zealsnf and the European Union, as we move inevitably to all new cars being electricwithin the next 10-12 years. We have to ensure that there are no dodgy accounting tricks to allow car manufacturers and impiorters to buy their way out of real climate action. No carbon offsets should be allowed. In this way, we will hasten the introduction of electric vehicles, cleaner air, less noise, and take positive steps to reduce global warming. I give you permission to make this submission public and to be published in the interests of a healthier environment. Yours sincerely, James Hansen
298	Tim Jones	My name is Tim Jones and I live in the suburb of Gladesville in Sydney with my wife Christine. Our son, who turns 28 this year has only just learned to drive... being so concerned about the damage cars are having on the future climate.

		Our 22 year year old daughter, working more remotely, finally needs a car for the first time this year. She is hoping to pass her test in June. Both of our children have travelled and studied overseas – experiencing different cultures, speaking different languages. They have seen how other people live, think and act. Each of us want to see Australia at the forefront of electric vehicles, and for electric vehicles to be more accessible — with strong fuel efficiency standards that ensure we keep up with other major markets like the EU and NZ. And we want to see strong fuel efficiency standards that put us on track for all vehicle sales to be electric by 2030, or 2035 at the latest. Our children, at their age, know there are no options. To accelerate Australia's electric vehicle transition we need strong standards — without loopholes. And without dodgy accounting tricks. Please find the courage to make the right decisions for the future of Australians and the world. I am happy for my submission can be published and made public. Thank you for your time in listening to my concerns Yours sincerely, Tim Jones
299	Dr Helen Redmond	Dear Sir or Madam, I would like to make a submission to the development of Australia's Fuel Efficiency Standards. I'm a mother and a doctor and live in Ashfield, Sydney. I cycle and I run regularly and am very aware of the air pollution from vehicles that I and all other Sydney siders breathe daily. Our air quality does not meet WHO standards. We breathe harmful particulate pollution deep into our lungs from the burning of petrol and diesel and it makes us sick with respiratory and cardiovascular disease, premature births and dementia. In fact diesel engine exhaust is a Class 1 carcinogen. According to latest research it is estimated that in Australia 11,000 premature deaths per year are caused by traffic air pollution. https://www.abc.net.au/news/2023-02-24/air-pollution-modelling-university-of-melbourne-traffic/102015778 Not only that but the use of fossil fuels for transports accelerates global heating and the deaths and injuries from climate change. Why then are we not doing everything possible to accelerate the transition to electrify transport? When I'm out jogging and an electric car goes past the air still smells sweet! I say thank you to that driver. But I was so surprised when I learnt that Australia had no fuel efficiency standards and that was why we had so many very polluting vehicles on our roads - in fact they dominate the best selling cars list. While so many are keen to buy an EV, they wait up to a year because manufacturers don't prioritise a market in which there is no incentive to have low emitting vehicles. I urge the government and your department to make our fuel efficiency standards strong - in line with the European Union. The standards must serve our health and the need for a swift transition away from fossil fuels, and not pander to the pleas of car manufacturers who still make dirty vehicles. The standards must set an end date for the sale of new ICE vehicles by 2030. No loopholes, no compromise. We are sick and dying from air pollution and increasingly from climate change. There is no excuse to be selling such dirty vehicles in 2023 when so many less harmful vehicles are now available. These standards done right will improve public health and save lives. I am happy for this submission to be made public. Yours sincerely, Dr Helen Redmond
300	Paul Desmond	**Response to Fuel Efficiency Standard Consultation Paper** To the Infrastructure Department, Thank you for the opportunity to make a submission to the Fuel Efficiency Standards Consultation Paper.

		Please see my responses to the consultation areas below: **Guiding Principles** In addition to government suggested principles here are suggested additional principles . Ambition ;as were starting from so far behind we need to go hard to catch up, The bare minimum needs to be in line with the commitment to the Paris agreement of a 1.5c trajectory. Integrity; we must have complete data transparency for accountability to the public l inked to overallCO_2 reductions Equity; cost of living and the effects on consumers not mentioned in the discussion paper. Delaying the benefits of EVs and fuel efficient vehicles to consumers will mean they are paying more for fuel and maintenance in the short term. Any FLS should reduce spending on fuel for consumers over time. Clean Energy; The energy charging up EVs needs to be clean ,so the electrification of our vehicle fleet needs match the grid becoming renewable **FES Design: Starting emissions level limit & approach / Adjustments of limit level / Multiple targets / When should a FES start?** Time ; Starting no later than July 1st 2024. Reaching 0g CO_2/km no later than 2035. Strength ;At a minimum , starting at New Zealand's emissions ceiling ,but preferably 10% stronger than that level. Catch up with other countries by meeting the CO_2 emissions ceiling of the country with the lowest (best) ceiling, with a strong preference for beating the ceiling of that country by 10%.Complexity : One standard for all light vehicle classes (cars ,light and heavy SUVs ,and light commercial vehicles) Adjustments; Targets should be set 5 years in advance. The standard should be reviewed every 2 years **Super credits (Multipliers for LZEVs)** NO, an Australian FES should not include multiplier credits (super credits) Super credits are dodgy accounting that makes no real-world emissions reduction. Super credits are for innovative technologies _Hybrids, plug in hybrids and EVs are no longer innovative technologies as they have been around for decades. Most super credits will be phased out by 2024 in the US this is the same time we will likely be starting our own scheme. If we do include super credits, they should A; Be for innovative technologies , such as EVs under the $40,000 AUD mark , and EV utes which are still in their infancy globally, B; Consider including vehicles with a significant portion of their componentry made in Australia. C; Have public data regarding the portion of emissions abatement for each automaker. D; Be capped , apply at a rate of less than 1.5 per vehicle, and be phased out after 3 years. **Other comments:** **Request for submission to be kept confidential?:** No, I'm happy for my submission to be published on the Government's website
301	Wayne Anderson	We need a strong fuel efficiency standard. Amazing that only Australia and Russia in the OECD have such poor standards. We need to shift to electric vehicles ASAP and reduce the carbon pollution from transport. Yours sincerely, Wayne Anderson