

Noosa Council welcomes the opportunity to contribute to the Australian Government's consultation on the design of a fuel efficiency standard for Australia's light vehicle fleet. An effective fuel efficiency standard is long overdue and is essential to assist Australians transition to cleaner less carbon intensive cars and reduce the overall pollution of the transport sector.

Noosa Council has an ambitious target of net zero emissions by 2026 for the Council as an organisation and the Local Government Area overall. Transport emissions are Noosa's second highest emission source behind stationary energy emissions comprising 32% of total emissions. Noosa Council has initiated a number of strategies to assist residents and businesses move to non-motorised transport (Sustainable Transport Strategy, Cycling & Walking Strategy and the Movement and Connectivity Strategy). A strong fuel efficiency standard will support these strategies and the and the overarching transition away from fossil fuels and improve the overall air quality and health of Noosa residents.

Transport accounts for 19 percent of Australia's greenhouse gas emissions and is the third largest source of emissions behind electricity and stationary energy. Cars and light commercial vehicles make up 62% of these emissions (DCCEEW, 2022a). The health toll from dirty car exhausts is about ten times more than road accidents. In addition to the deaths, the research has also revealed that vehicle emissions in Australia may cause over 12,000 cardiovascular hospitalisations, 66,000 active asthma cases, and almost 7,000 respiratory hospitalisations per year. Significantly improving fuel efficiency standards, that move towards zero emissions as soon as possible will reduce the health toll and the associated health care costs for all Australians. The International Council on Clean Transportation estimates that transport-related air pollution caused an economic cost of about \$10 billion in Australia in 2015 (Grattan, 2021a).

Introducing fuel efficiency standards in line with the EU standards as a minimum would result in significant cost savings for all Australians through a reduction in transport fuel bills. Such a standard would also stop Australia becoming a dumping ground for older cars with poor fuel efficiency.

Australia currently has limited access to low emissions light vehicles. A stringent fuel efficiency standard would encourage a greater range of electric cars to be made available within Australia, improving price competitiveness, and reducing emissions. An analysis by the National Transport Commission 2022 found that if all cars sold in 2021 were 'best in class' for emissions, Australia's total 2021 emissions would have reduced by 91% for light vehicles and 47% percent for larger SUVs and utes.

A National Fuel Efficiency standard provides a significant opportunity for individual Australians, cities and regions accelerate the transition away from petrol and diesel car and improve air quality overall.

In implementing the National Noosa Council requests the following recommendations to be considered:

- The National Fuel Efficiency Standard should be introduced as soon as possible to bring Australia into line with other countries such as New Zealand and the European Union. Legislation enabling the fuel efficiency standard should be introduced to Parliament as soon as possible to enable the policy to commence on 1 July 2024.
- Fuel efficiency standards should ratchet up to enable all new vehicles to be zero emissions as soon as possible and at the latest by 2035. The starting point should be

the best available current performance and not the overall average performance for all vehicles.

- Fuel efficiency standards provide only part of the suite of initiatives to drive zero emissions across the transport sector. Further polices should address reducing private car usage overall through effective public and active transport policies and infrastructure.
- The Federal Government should end tax subsidies which incentivise the purchase of larger, higher emission vehicles.
- In relation to a credit system for manufacturers, existing technologies supplied as standard in other markets should not be eligible for off cycle credits.
- Any penalty system should have sufficient power and resources to drive compliance. An effective disclosure and reporting system should be implemented.
- Publicly available data on emissions standards, vehicle sales and the transition to zero emission vehicles should be made available.

Thank you for considering our submission.

Yours sincerely

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Noosa Council