



Organisation questionnaire response

Privacy Setting: I agree for my response to be published with my name and position withheld.

What organisation do you represent? (required)	Queensland Conservation Council
Please rank the proposed options in order of preference. (optional)	Option A - 3rd, Option B - 2nd, Option C - 1st
Briefly, what are your reasons for your choice? (optional, 3000 character limit)	<p>Queensland Conservation Council (QCC) welcomes the opportunity to respond to the New Vehicle Efficiency Standards. QCC is the peak body representing more than 50 groups around the state, who have been working to protect their local environment and climate since 1969. Transport is a major sector of pollution in Queensland, contributing 20% of Queensland’s emissions in 2021. Transport emissions in Queensland have grown since 2005. We desperately need ways to reduce transport emissions to achieve a safe climate future. An effective fuel efficiency standard will also reduce fuel costs, improve vehicle safety and reduce air pollution.</p> <p>The supporting policy behind options B and C is a good starting point to realise these benefits. Option B would keep Australia in line with, and competing with, huge global markets like the US and miss an opportunity to deliver more benefits. We note that option A is essentially a ‘business as usual’ approach which would not deliver benefits for Australia’s emissions or fuel costs. In fact, it is likely to lead to Australia being a dumping ground for inefficient vehicles from overseas markets. This should be ruled out.</p> <p>We urge the Government to deliver Option C as rapidly as possible. An effective New Vehicle Efficiency Standard is the minimum necessary to deliver genuine benefits for Australians and our climate. We urge you to put the interests of the Australian community first and move swiftly to now legislate and deliver this important reform as proposed. We support the common features in both options B and C as minimum starting points for achieving emissions reduction in transport.</p> <p>Primarily, we support and strongly recommend the following are included in the final scheme design: An average annual emissions ceiling trajectory to deliver significant improvements in average fleet efficiency and reductions in pollution this decade - catching up to other major vehicle markets before the end of this decade; A simple and transparent approach which does not make use of ‘super credits’, ‘off cycle credits’ or other manufacturer flexibility arrangements which can distort and undermine the scheme’s real-world outcomes;</p>



	<p>Appropriate categorisation of vehicle types into the two proposed categories, ensuring all passenger vehicles including SUVs are grouped together; Inclusion of penalties at a sufficiently strong rate to encourage positive compliance; Commencement at the earliest possible opportunity, being 1 January 2025. QCC urges the Australian Government to ensure that these features are delivered, and implemented to achieve the stated objective of delivering cleaner, cheaper transport.</p>
<p>Do you support the Government's preferred option (Option B)?</p> <p>(optional)</p>	<p>No</p>
<p>Do you have any feedback on the analysis approach and key assumptions used?</p> <p>(optional, 3000 character limit)</p>	<p>Findings in the Impact Analysis echo research undertaken externally, which finds that an effective and transparent fuel efficiency standard will: slash the annual fuel bill for Australian drivers; cut the national air pollution death toll and save the health system billions, improve national security and provide Australians with a wider choice of modern, safe vehicles, drive down transport emissions and put Australia on a clear path to zero emissions in the transport sector. However, the benefits of electric vehicles in providing support to the grid are not appropriately addressed. We refer to the Smart Energy Council's submission for more detailed explanation of missing benefits of electric vehicles.</p>
<p>Briefly, describe how the NVES might impact your organisation</p> <p>(optional, 3000 character limit)</p>	<p>QCC is the peak body representing more than 50 groups around the state, who have been working to protect their local environment and climate since 1969. The impacts of climate change are becoming increasingly visible and devastating in Queensland. In the past six months, our state has been ravaged by floods, fires, cyclones and severe storms. The damage bill from just the flooding from ex-Tropical Cyclone Jasper and the Christmas Day storms on Tamborine Mountain are estimated to exceed \$2bn. In 2023, the Wet Tropics Management Authority found that the number of threatened vertebrate species in the region classified as threatened has increased by 25% in the last four years. In 2022, the Great Barrier Reef suffered the first bleaching event in a La Nina year.</p> <p>At the same time, Australians are facing high cost of living pressures and looking for rapid relief. A New Vehicle Efficiency Standard that delivers genuine and necessary emission reductions this decade will help protect Australians from further climate harm, and save Australians at the petrol bowser. While we support the NVES we also recognise that it is not a standalone policy to decarbonise the transport sector. We need to see the Federal and Queensland Governments working together to build public transport and active transport infrastructure. This will have a quicker and larger impact on transport emissions and create healthier communities.</p>



Who should the regulated entity be?

(optional, 3000 character limit)

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