



The Hon Michael McCormack MP
Minister for Infrastructure and Transport and Regional Development
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House of Representatives
Parliament House
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Dear Minister

MANDATORY VEHICLE EMISSION STANDARDS

The Institute of Transportation Engineers - Australia and New Zealand Section (ITE-ANZ) is concerned that Australia has so far failed to introduce mandatory standards for vehicle CO₂ emissions.

ITE-ANZ is part of an international organisation representing a community of transport professionals including transport engineers, transport planners, consultants, educators and researchers. ITE has about 16,000 members in more than 75 countries.

Compared to other countries, Australia's transport is energy intensive and fuel inefficient. The transport sector contributes around 19% of CO₂ emissions. Since 2005, transport emissions in Australia have increased more than 60%. The average CO₂ emissions for new passenger and light commercial vehicles sold in Australia is 45% higher than in Europe.

There is a long lead time to reduce those emissions, due to the time it takes for the vehicle fleet to turn over. Immediate action is required for there to be any hope of reducing these emissions to mitigate global warming.

We congratulate the government for its agreement to introduce fuel standards to reduce the sulphur content by 2027, although this transition period is too long, in our view.

Mandatory emission standards have already been legislated in almost all comparable countries, such as USA, Canada, UK, Europe and Japan. It is a national embarrassment that Australia is one of only a few OECD countries that has not taken this important step.

There is very limited vehicle manufacturing left in Australia, so local industry cannot claim to be disadvantaged. Global manufacturers already have vehicles which meet the low emission standards set by countries in the major international markets. However, many of these low emission models are not available in Australia because, without emission standards, there is an incentive for the industry to continue to sell their energy inefficient vehicles in the Australian market. Globally, carmakers are rolling out more EV and hybrid models, but Australians are being denied access to most of them due to inaction by your government.

Emission standards will lead to a decrease in vehicle operating costs which will create savings to industry as well as individual households.

Low emission vehicles provide public health benefits through less air and noise pollution.

A reduction in overall fuel consumption will improve Australia's fuel security and ability to survive supply disruptions.

In 2019, a Lowry Institute poll indicated that 61% of Australians felt that global warming "is an immediate and pressing problem". This concern has been increasing since 2012.

Leaving vehicle emission improvements to market forces is clearly not enough. Although the number of EV and PHEV vehicles on the roads is slowly increasing, evidence from other countries and all Australian studies show that mandatory measures are necessary to achieve accelerated reduction in CO₂ emissions.

Your Department has already done a lot of work developing a scheme and consulting the community. A Regulatory Impact Statement was completed in December 2016 but, as far as we can see, there has been no progress since then.

Of all the things the government can do to boost its environmental credentials, this is one of the easiest to implement with no adversely affected groups. It would be a simple matter to adapt the regulatory model from one of the more enlightened countries.

The benefits in reducing transport emissions will only be realised slowly as the fleet turns over, but action must be taken sooner rather than later to start this process. The time for consultation is over. You must put this reform in place as soon as possible.

Rather than asking your Department to draft a bureaucratic response, we ask you to answer these specific questions:

- Will you commit to introduce mandatory vehicle emission standards for new light vehicles?
- If so, will it be in this term of government?
- If so, what will be the target level of fleet emissions in gCO₂/km in each target year?

For further ITE-ANZ input on this topic, please contact secretary@ite.org.au.

Yours sincerely

David Nash
Secretary

