



Fuel Efficiency  
Standard—  
Cleaner and  
Cheaper-to-run  
Cars for  
Australia  
Submission

24/05/2023

Australia  
**REPLANET**





To  
Director, Fuel Efficiency Standards  
—Surface Transport Emissions and  
Policy Division

Australia  
**REPLANET**

Department of Infrastructure,  
Transport, Regional Development,  
Communications and the Arts

**RePlanet Australia** submission to the Consultation Paper—The Fuel Efficiency Standard—Cleaner and Cheaper-to-run Cars for Australia

## About Us

**RePlanet Australia** was founded in 2022 and is an eco humanist organisation that seeks to promote public policy which will help address a range of social and environmental issues including climate change, biodiversity loss and poverty.

Our organisation is the Australian chapter of RePlanet, a global network of citizen movements with the goal to liberate nature and elevate humanity.



**REPLANET**  
liberate nature | elevate humanity

# Our Position

## Key Points

- Australia and Russia are the only advanced economies without vehicular fuel efficiency standards.
- Transport sector emissions account for 19% of Australia's total emissions; therefore reducing transport emissions is an important part of decarbonisation.
- Another important part of a coherent government strategy for reducing vehicle pollution is setting an end date for the sale of new fossil fueled vehicles.
- Australia's fuel efficiency standards should be similar to other countries.
- Cleaner vehicles will improve air quality, public health, and national security.

Introducing strong fuel efficiency standards would have a broad range of benefits:

## Decarbonisation

RePlanet Australia urges the Australian government to establish fuel efficiency standards for vehicles as a key policy to reduce emissions from the transport sector.

The current Consultation Paper notes that 85% of vehicles sold globally are covered subject to fuel efficiency standards; and transport accounts for 19% of Australia's total emissions. Without strong fuel efficiency standards, it will be challenging for federal and state governments to achieve their emission reduction targets.

Currently, Australia is one of only two advanced economies without such standards, the other being Russia<sup>[1]</sup>. This was acknowledged by the transport minister, The Hon Catherine King MP in the present consultation paper.

We urge the government to move swiftly—the greatest emissions savings are to be made by introducing fuel efficiency standards now.

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1. <https://www.iea.org/articles/fuel-economy-in-australia>



## Design of the Standard and Further Actions

Australia's fuel efficiency standards should be similar to standards in other countries, in order to move away from the current situation in which intensely polluting vehicles are sold in Australia. To this end, we urge the government to resist attempts to water down any proposed standards that are similar to those in place overseas.

Further, we strongly recommend that the government sets a date for ending the sale of new fossil fueled vehicles. This will send a clear signal to the market that Australia is committed to transitioning towards a low-carbon future, and will encourage investment in new, cleaner technologies.

## Public Health

Reducing fossil fuel use is important for public health. Aside from the health risks of a changing climate, vehicle emissions are associated with an even greater impact on respiratory and cardiovascular health than previously thought — possibly causing over 11,000 premature deaths and 19,000 hospitalisations per year, according to Melbourne Climate Futures researchers[2].

## National Security and Economic benefits

Improved fuel efficiency will help to reduce our dependence on fossil fuels, and will increase our liquid fuel security (for any given level of fuel reserves).

Reduced fuel costs will translate to cost savings for many Australian individuals and businesses.

## Conclusion

RePlanet Australia calls on the Australian parliament to pass strong fuel efficiency standards to reduce fossil fuel dependency and reduce emissions.

Ultimately, a long-term transport strategy should focus heavily on providing the infrastructure for public and active transport, although we understand this falls outside the remit of this consultation.

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2. <https://www.unimelb.edu.au/newsroom/news/2023/february/vehicle-emissions-may-cause-over-11,000-deaths-a-year,-research-shows>





# Acknowledgements

Authored by Andrea Leong and Leon Gross

We thank you for the opportunity to provide a submission on this important issue

This submission does not need to be kept confidential and may be published.

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