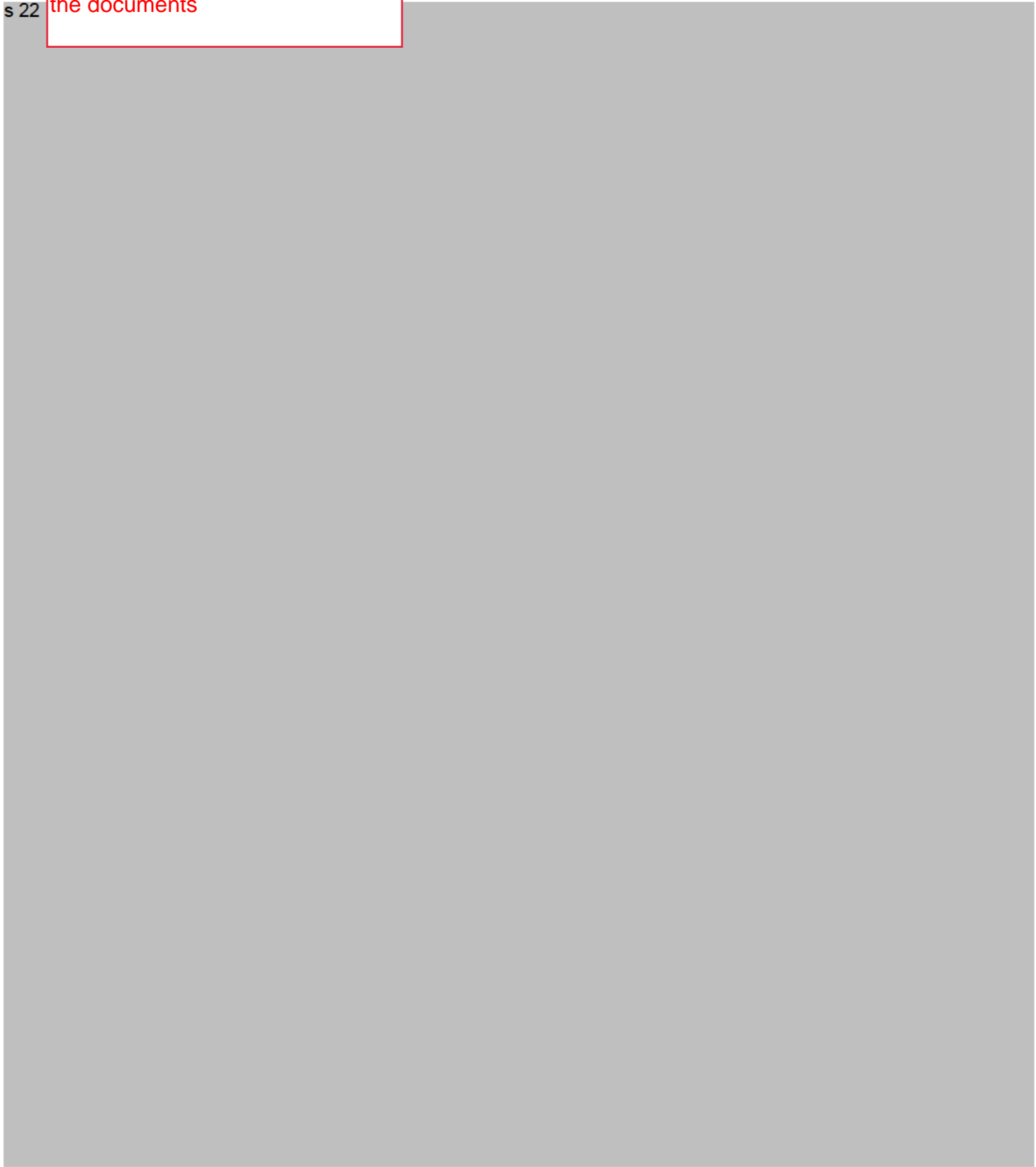


Pages comprised of fully irrelevant material have been deleted from the documents

~~PROTECTED CABINET~~

s 22



- Transport emissions were around 100 Mt (carbon dioxide equivalent) in 2019, accounting for about 19 per cent of Australia's emissions. DISER project that this will decline only slightly to 97 Mt in 2030, as improvements in emissions intensity in the transport sector are offset by population growth.

~~PROTECTED CABINET~~

s 22

– For example, further consideration could be given to a fleet fuel efficiency standard to encourage EV supply. The Federal Chamber of Automotive Industries has a voluntary fleet fuel efficiency standard that could act as a starting point.

Clearing Officer: s 22  
Position: Director, Industry Unit  
Area: Environment, Industry and Infrastructure Division  
Ext: s 22

Contact Officer: s 22  
Ext: s 22

**Consultation:** Tax Analysis Division

s 22



Transport

- A RIS from December 2016 found introducing vehicle emissions standards for CO<sub>2</sub>-e would have a significant net benefit, with a negative cost of abatement. This is likely to be larger today, as the costs of more fuel efficient vehicles has declined.
- The proposal was for a national average target for new light vehicles sold in Australia.
  - To ensure manufacturers can continue to offer a wide range of vehicles to consumers, fuel efficiency standards would be applied on a sales weighted average basis to manufacturers (or a manufacturing group), rather than an individual vehicle level.

s 22

