



**FEDERAL
CHAMBER OF
AUTOMOTIVE
INDUSTRIES**

17 July 2026

Light Vehicle Emissions Policy Section
Department of Infrastructure, Transport
Regional Development, Communications, Sport and the Arts
GPO Box 594
Canberra, ACT, 2601

Submitted via: cleanercars@infrastructure.gov.au

To whom it may concern,

**RE: Exposure draft—New Vehicle Efficiency Standard Amendment (NVES Integration Date)
Determination 2026**

The Federal Chamber of Automotive Industries (FCAI) welcomes the opportunity to provide the following submission on the *Exposure draft—New Vehicle Efficiency Standard Amendment (NVES Integration Date) Determination 2026*.

The FCAI is the peak industry body representing the Australian automotive industry. Its membership comprises manufacturers, importers and distributors of passenger vehicles, SUVs and light commercial vehicles into Australia. The FCAI membership covers the majority of regulated entities captured by the New Vehicle Efficiency Standard (NVES), and a list of current members can be found at <https://www.fcai.com.au/about-fcai/member-manufacturers/>.

The FCAI acknowledges the Government's stated objective of ensuring that vehicles with a Gross Vehicle Mass (GVM) of between 3.5 tonnes and 3.885 tonnes are captured within the NVES framework as soon as possible. In this regard, the proposed amendments to the *New Vehicle Efficiency Standard Determination 2024*, which would establish 1 July 2027 as the integration date for these vehicles, are consistent with the Government's policy intent.

General feedback and possible unintended consequences

The FCAI has reviewed the draft determination and believes it gives effect to the Government's objectives.

Notwithstanding this, we note a potential unintended consequence arising from Section 6(1)(a), which provides exempt vehicle status to any vehicle that was not required to comply with an Australian Design Rule (ADR) relating to carbon dioxide emissions immediately before 1 July 2026.

We recommend that this provision be reviewed and confirmed to ensure it does not inadvertently extend exempt status to a new vehicle model with a GVM below 3.5 tonnes that is first certified after 1 July 2026.



Implementation Timelines

With respect to the following statement in the Fact Sheet:

"A one-year lead time is required to enable manufacturers to complete any additional testing for Australian models and submit this information to the Department of Infrastructure, Transport, Regional Development, Communications and the Arts by 30 June 2027."

The FCAI notes that ADR 114/00 was published on 11 May 2026, resulting in a lead time of approximately 13 months from the date of publication to the commencement date. This timeframe is broadly consistent with the lead time referred to in the Fact Sheet.

However, the FCAI wishes to emphasise that, as a matter of policy, it consistently advocates for minimum implementation periods of two years for new model vehicles and four years for all model vehicles following the publication of a new ADR or ADR amendment. These lead times are necessary to accommodate global product development cycles, certification process, testing requirements and production planning. Furthermore, the practice of providing appropriate lead time by Governments is recognised as necessary to support the orderly and efficient adoption of new regulations in the automotive sector.

The lead time provided for ADR 114/00 reflects the unique circumstances associated with this specific regulation and should be regarded as an exceptional case. It should not be interpreted as establishing a precedent or benchmark for future ADR proposals or amendments, nor as an indication that shorter implementation periods would be acceptable for subsequent regulatory changes.

Should you wish to discuss the FCAI's submission please contact me by email or phone via the contact details below.

Kind regards,

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