



28 March 2024

(24-2707)

Page: 1/2

Committee on Technical Barriers to Trade

Original: English

NOTIFICATION

Addendum

The following communication, dated 27 March 2024, is being circulated at the request of the delegation of Australia.

Title: Cleaner, Cheaper to Run Cars: The Australian New Vehicle Efficiency Standard—Consultation Impact Analysis

Reason for Addendum:	
<input type="checkbox"/>	Comment period changed - date:
<input type="checkbox"/>	Notified measure adopted - date:
<input type="checkbox"/>	Notified measure published - date:
<input type="checkbox"/>	Notified measure enters into force - date:
<input type="checkbox"/>	Text of final measure available from ¹ :
<input type="checkbox"/>	Notified measure withdrawn or revoked - date: Relevant symbol if measure re-notified:
<input checked="" type="checkbox"/>	<p>Content or scope of notified measure changed and text available from¹:</p> <p>The New Vehicle Efficiency Standard Bill was introduced in the Australian Parliament on 27 March 2024. The Bill incorporates some minor changes to the preferred option canvassed in the Consultation Impact Analysis in response to the feedback received to date (see description for further information).</p> <p>The Bill is supported by the New Vehicle Efficiency Standard (Consequential Amendments) Bill 2024 (Consequential Bill), which amends the Clean Energy Regulator Act 2011 and the Road Vehicle Standards Act 2018 (RVSA) to facilitate implementation of the NVES framework.</p> <p>NEW VEHICLE EFFICIENCY STANDARD BILL 2024: https://www.aph.gov.au/Parliamentary_Business/Bills_Legislation/Bills_Search_Results/Result?bId=r7182</p> <p>NEW VEHICLE EFFICIENCY STANDARD (CONSEQUENTIAL AMENDMENTS) BILL 2024: https://www.aph.gov.au/Parliamentary_Business/Bills_Legislation/Bills_Search_Results/Result?bId=r7183</p> <p>New deadline for comments (if applicable): 31 May 2024</p>
<input type="checkbox"/>	Interpretive guidance issued and text available from ¹ :
<input type="checkbox"/>	Other:

¹ This information can be provided by including a website address, a pdf attachment, or other information on where the text of the final/modified measure and/or interpretive guidance can be obtained.

Description: The proposed revisions to the preferred option canvassed in the Consultation Impact Analysis are:

- Revised headline targets for Type 2 (light commercial) vehicles (210g/km NEDC in 2025, reducing gradually each year to 110g/km NEDC in 2029).
- Changes to the definition of a Type 2 vehicle, to include off-road passenger (MC category) vehicles with a body on frame chassis and a rated towing capacity over 3,000kg.
- The proposed CO2 emissions targets for 2025 will only apply to vehicles supplied between 1 July 2025 and 31 December 2025.

The Bill also contains a range of secondary obligations that vehicle suppliers must comply with working in tandem with the Road Vehicle Standards Act 2018 (RVSA) to establish a streamlined framework for suppliers bringing vehicles to Australia. The Department of Infrastructure, Transport, Regional Development, Communications and the Arts (the department) is already the regulator for the RVSA, and the Bill adapts these powers to enforce the NVES. The Bill also enables the creation of rules to support the regulatory framework.
