

Rural & Regional Affairs and Transport Legislation Committee

ANSWERS TO QUESTIONS ON NOTICE

Supplementary Budget Estimates 2015 - 2016

Infrastructure and Regional Development

Question no.: 136

Program: N/A

Division/Agency: Surface Transport Policy

Topic: Noxious Emission Standards for Light Vehicles

Proof Hansard Page: 126 (19 October 2015)

Senator Heffernan, Bill asked:

...

CHAIR: How much is it? Take it on notice.

Ms Zielke: It has to do with noxious emissions; it is not CO2. There is a particle limit that needs to be met. We will take that on notice.

...

Answer:

The current minimum noxious emission standard for light vehicles (up to 3.5 tonnes gross vehicle mass) for vehicle models first produced before 1 November 2013, is Australian Design Rule (ADR) 79/02 (Emission Control for Light Vehicles) (refer to [Attachment A](#)).

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ATTACHMENT A

Standard	Class	Mass ¹	Limit Values (mg/km)										
			Mass of carbon monoxide (CO)		Mass of hydrocarbons [Total and Non-methane] (THC) (NMHC) ⁽³⁾		Mass of oxides of nitrogen (NOx)		Combined mass of total hydrocarbons and oxides of nitrogen (THC+NOx)		Mass of particulates (PM)		Number of Particles (#/km)
			Petrol/LPG	Diesel	Petrol/LPG	Diesel	Petrol/LPG	Diesel	Petrol/LPG	Diesel	Direct Injection Petrol	Diesel	Diesel
Euro 4 <i>(ADR 79/02)</i>	Passenger	Maximum mass up to 2500kg	1000	500	100	-	80	250	-	300	-	25	-
		Maximum mass over 2500kg	2270	740	160	-	110	390	-	460	-	60	-
	Light Commercial	Reference mass up to 1305kg	1000	500	100	-	80	250	-	300	-	25	-
		Reference mass 1306 -1760kg	1810	630	130	-	100	330	-	390	-	40	-
		Reference mass over 1760kg	2270	740	160	-	110	390	-	460	-	60	-
'Core' Euro 5 <i>(ADR 79/03)²</i>	Passenger	All	1000	500	100 NMHC 68	-	60	180	-	230	5	5	-
	Light Commercial	Reference mass up to 1305kg	1000	500	100 NMHC 68	-	60	180	-	230	5	5	-
		Reference mass 1306 -1760kg	1810	630	130 NMHC 90	-	75	235	-	295	5	5	-
		Reference mass over 1760kg	2270	740	160 NMHC 108	-	82	280	-	350	5	5	-
Full Euro 5 <i>(ADR 79/04)³</i>	Passenger	All	1000	500	100 NMHC 68	-	60	180	-	230	4.5	4.5	6x10 ¹¹
	Light Commercial	Reference mass up to 1305kg	1000	500	100 NMHC 68	-	60	180	-	230	4.5	4.5	6x10 ¹¹
		Reference mass 1306 -1760kg	1810	630	130 NMHC 90	-	75	235	-	295	4.5	4.5	6x10 ¹¹
		Reference mass over 1760kg	2270	740	160 NMHC 108	-	82	280	-	350	4.5	4.5	6x10 ¹¹

¹ Reference mass is the vehicle's unladen mass plus 100kg

² Minimum standard for newly approved vehicle models first produced from 1 November 2013.

³ Minimum standard for all light vehicles manufactured from 1 November 2016

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Question no.: 137

Program: Program 2.2 Surface Transport

Division: Surface Transport Policy

Topic: Volkswagen dealers

Proof Hansard Page: 128 (19 October 2015)

Senator Heffernan, Bill asked:

CHAIR: You can bet half a pound of peanuts, like the Royal Commission into Institutional Responses to Child Sexual Abuse, that if Volkswagen are doing it then others are doing it too. My question is: what recourse does the poor bloody Volkswagen dealer have? Can you imagine the impact on all the Volkswagen dealers—all their cars are not for sale.

Ms Zielke: I am aware that there are contractual arrangements between Volkswagen and their dealers. I can only assume that there is some commercial arrangement there, but I am not aware of that detail.

Answer:

The Department of Infrastructure and Regional Development does not regulate the relationships between vehicle manufacturers and dealers. While the Department is not privy to the contractual arrangements between manufacturers and dealers, we understand that Volkswagen is working with its dealers to provide appropriate support and assistance.

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Question no.: 138

Program: N/A

Division/Agency: Surface Transport Policy

Topic: Vehicle Efficiency Measures

Proof Hansard Page: 128 (19 October 2015)

Senator Gallacher, Alex asked:

Senator GALLACHER: If you are looking at the carbon's emission standards or emissions target for motor vehicles, it is a very long preamble here but bear with me, the issues paper released in March this year by the Department of Prime Minister and Cabinet referred to activities that would need to be undertaken:

...supplementary to the Emissions Reduction Fund and its safeguard mechanism. These could include fuel efficiency standards for light and heavy vehicles...

That is on page 7. More recently in an interview on *Lateline* on 6 October 2014, the Minister for the Environment, Greg Hunt, when questioned by Emma Alberici about whether the target could be achieved within the government's policy settings referred to work that the government will be doing on vehicle efficiency. He said:

The minus 26 to minus 28 is challenging. But the combination of, I think, the world's most effective, the world's best emissions reduction policy with an emissions reduction fund that's just produced in its first auction alone 47 million tonnes of reduction; the safeguards mechanism; the work that we'll be doing on vehicle efficiency, a national energy efficiency program; these things together, as well as the storage and technology developments, mean that Australia will meet and beat not just our 2020 targets but, in my judgment, our 2030 targets.

What was the minister referring to when he talked about work being done on vehicle efficiency?

CHAIR: Take it on notice.

Answer:

The Government announced on 31 October 2015 a Ministerial Forum into vehicle emissions that brings together work across a number of agencies. The Ministerial Forum, chaired by the Hon Paul Fletcher MP, Minister for Major Projects, Territories and Local Government, is being supported by a working group, led by the Department of Infrastructure and Regional Development, and will consult broadly with industry stakeholders.

The announcement and terms of reference can be found at

http://minister.infrastructure.gov.au/pf/releases/2015/October/pf014_2015.aspx.

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Question no.: 139

Program: 2.3 Road Safety

Division/Agency: Surface Transport Policy

Topic: Wide buses

Proof Hansard Page: 129 - 130 (19 October 2015)

Senator Gallacher, Alex asked:

Senator GALLACHER: Have you received representation about trialling wider buses?

Mr Hogan: Not that I can recollect, Senator. I will take that on notice.

Senator GALLACHER: If you take it on notice, please tell me who it was from.

...

Senator BULLOCK: Would that not be maintaining safety standards?

Ms Zielke: You would be, yes. But—

CHAIR: Just cut to the chase. The maximum width for a vehicle on the road before you put a wide load sign on it is what?

Mr Hogan: It is 2.5 metres.

CHAIR: Eight feet?

Ms Zielke: No, it is not quite that.

Senator Colbeck: Senator, 2.5 metres is a bit more than eight feet.

CHAIR: Is that what it is?

Mr Hogan: Yes.

CHAIR: Sure?

Mr Hogan: Yes, 2.5 metres.

CHAIR: Are you sure it is 2.5 metres? All I am saying is that if that is the width that is the bloody width. If a bus is going to be registered on the road without a wide-load sign, so that it scrapes every other bus on a two-line highway, get with it.

Senator GALLACHER: They are going to give us the answer on notice. I am happy to go to Tasmanian freight, if you are happy, Chair.

Answer:

Yes. The Department of Infrastructure and Regional Development was approached by Mercedes-Benz in March 2015 about trialling of wider buses. An Identification Plate Approval (IPA) was subsequently granted on 9 October 2015 for supply to the market of a non-standard (2.55m wide) Mercedes Citaro bus. A condition of the IPA is that the use of the vehicle and routes that it may be permitted to access is subject to any conditions that may be imposed by the relevant Registering Authorities. This would allow for wider buses to be trialled should a state or territory permit it.

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Question no.: 140

Program: 2.2: Surface Transport
Division/Agency: Surface Transport Policy
Topic: Tasmanian Freight Equalisation Scheme
Proof Hansard Page: 130 - 131 (19 October 2015)

Senator Gallacher, Alex asked:

Senator GALLACHER: With respect to the top 10 recipients of the TFS subsidies, what additional amounts were estimated that these companies receive from the new scheme?

Mr Sutton: I would have to take that on notice. I do not think we have done that analysis down to the level of individual companies.

Senator GALLACHER: You have given us a chart of the top 10 users to 2011-12. It is from the Productivity Commission's report on the Tasmanian shipping and freight. It lists Simplot, Norske, Net Sea, J Boag, Cadbury, McCain, Monson Shipping, Cascade, Ertler Trading and Murray Goulburn Co-op Co Ltd.

Mr Sutton: Correct.

Senator Colbeck: That would have been very much on those that are exports, and not a lot of those are exporters. I think the data on that is yet to develop.

ACTING CHAIR (Senator Gallacher): Is that a question to take on notice, or do you not have that data yet?

Mr Sutton: As Senator Colbeck has indicated, we would have to take it on notice, but there would be a limited amount that we could say, because it does depend on the actual take-up of the expanded component of the scheme.

ACTING CHAIR: If you could take that on notice it would be appreciated.

Senator Colbeck: I have to say that I think the market will change and develop with the change to the scheme. Some people who were not exporting may now be in the market to export, which was one of the rationales behind it: to help grow the economy.

Senator BULLOCK: If the mix did not change, the change in approach would not be justified.

Senator Colbeck: I would hope that some of those manufacturers that are not exporting would start exporting.

ACTING CHAIR: I will leave that on notice and you can provide whatever information you have that is relevant.

Answer:

The 2015-16 Budget contains estimates of the expenditure implications of the expansion of the Tasmanian Freight Equalisation Scheme announced by the Government on 13 March 2015. These estimates are based on analysis of the total volume of products and commodities to other markets that may be covered by the expanded component of the Scheme, rather than individual businesses. There are no estimates available for the additional assistance that will accrue to individual businesses.

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Question no.: 141

Program: 2.3 Road Safety

Division/Agency: Surface Transport Policy

Topic: Australian research on anti-lock braking systems for motorcycles

Proof Hansard Page: Written

Senator Williams, John asked:

I read a report that anti-lock braking systems could help in 93% of motorcycle crashes. How did you arrive at this conclusion?

Answer:

The report *Evaluation of the effectiveness of anti-lock braking systems on motorcycle safety in Australia* by the Monash University Accident Research Centre was commissioned by the Australian Government and VicRoads. It examined motorcycle crashes in five Australian states and found that 93% of crashes occurred in situations where anti-lock braking system technology could have improved the outcome.

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Question no.: 142

Program: 2.3 Road Safety

Division/Agency: Surface Transport Policy

Topic: Australian research on anti-lock braking systems for motorcycles

Proof Hansard Page: Written

Senator Williams, John asked:

Did you do any research or modelling on what additional cost would be placed on the purchase price of a motorcycle if ABS was mandatory?

Answer:

The Department of Infrastructure and Regional Development and VicRoads commissioned a report by the Monash University Accident Research Centre as part of the National Road Safety Strategy 2011–2020 action to mandate ABS for new motorcycles. This report, *Evaluation of the effectiveness of anti-lock braking systems on motorcycle safety in Australia*, estimated the per-vehicle fitment cost of ABS for a motorcycle to be around AU\$220.

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Question no.: 143

Program: 2.3 Road Safety

Division/Agency: Surface Transport Policy

Topic: Australian research on anti-lock braking systems for motorcycles

Proof Hansard Page: Written

Senator Williams, John asked:

What form will the consultation take with motorcycle groups and manufacturers?

Answer:

The Department of Infrastructure and Regional Development will consult with our national and state based consultative groups for vehicle safety and standards development. These groups include peak road user and industry representatives of motorcyclists and manufacturers.

All interested parties will also be invited to have input through a public discussion paper process and then a public Regulation Impact Statement process as set out by the Office of Best Practice Regulation.

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Question no.: 144

Program: 2.3 Road Safety

Division/Agency: Surface Transport Policy

Topic: Australian research on anti-lock braking systems for motorcycles

Proof Hansard Page: Written

Senator Williams, John asked:

Will dealers be invited to have input?

Answer:

Yes.

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Question no.: 145

Program: N/A

Division/Agency: Surface Transport Policy

Topic: CO₂ emissions in the transport sector

Proof Hansard Page: Written

Senator Gallacher, Alex asked:

I would like to ask some questions about work the department is doing in preparation for the Paris Climate Change Conference in November/December this year.

1. Did the Department have a role in the work of the taskforce that was run out of the Department of Prime Minister and Cabinet that lead to Government setting its Paris target – ie that greenhouse gas emissions would be reduced by 26-28% from 2005 levels by 2030?
2. Were transport emissions factored into this target?
3. Is any work underway at the moment to further refine how the target will be met between now and 2030?
4. The issues paper released in March this year by the Department of Prime Minister and Cabinet referred to activities that would need to be undertaken “*supplementary to the Emissions Reduction Fund and its safeguard mechanism. These could include fuel efficiency standards for light and heavy vehicles*” (page 7). More recently, in an interview on Lateline on 6 October 2014, Environment Minister Greg Hunt, when questioned by Emma Alberici about whether the target could be achieved within the Government’s current policy settings referred to work that the government will be doing on vehicle efficiency:
 - a) “*The minus 26-28 is challenging but the combination of I think the world's most effective, the world's best emissions reduction policy – with an Emissions Reductions Fund that's just produced in its first auction alone 47 million tonnes of reduction – the safeguards mechanism, the work that we will be doing on vehicle efficiency, a national energy efficiency program – these things together as well as the storage and technology developments mean that Australia will meet and beat not just our 2020 targets, but in my judgement, our 2030 targets.*”
5. What was Minister Hunt referring to when he talked about work being done on vehicle efficiency? Is the Department doing any work in relation to CO₂ emissions standards for light vehicles?
6. If so, who is involved in this work? Have any stakeholders been engaged in discussions?
7. What process would be used to determine the appropriate standard?
8. How would an emissions standard be applied to:
 - a) New vehicles
 - b) The existing passenger transport fleet
9. Who would bear the cost of a CO₂ standard? Would there be any access to the Emissions Reduction Fund or other government incentives, or would the cost be passed on to vehicle owners through financial penalties or fines to vehicle manufacturers?
10. Have any other transport issues been factored into modelling on how the Paris target will be achieved?
11. When will you be talking with stakeholders and the broader community about how transport emissions will be factored into the strategy for meeting the Paris targets?

Answer:

1. Yes.

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2. Potential emissions reductions available from the transport sector were considered in the development of the Government targets.
3. The Government has committed to a review process in 2017 and 2018.
- 4, 5 and 6. The Government announced on 31 October 2015 a Ministerial Forum into vehicle emissions that brings together work across a number of agencies. The Ministerial Forum is being supported by a working group, led by the Department of Infrastructure and Regional Development. Consultation with industry and community stakeholders will occur as part of this process.
- 7, 8 and 9. As part of its work the Ministerial Forum will consider:
 - options to improve fuel efficiency, including standards;
 - design of possible measures to improve fuel efficiency; and
 - cost impacts of possible measures to improve fuel efficiency.
10. This question should be referred to The Department of Environment.
11. The Government has committed to a review process in 2017 and 2018 to determine the detailed design of policies that will be used to achieve Australia's 2030 target, including consultation with business and the community.

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Question no.: 146

Program: N/A

Division/Agency: Surface Transport Policy

Topic: National Heavy Vehicle Regulator

Proof Hansard Page: Written

Senator Edwards , Sean asked:

- What progress has been made by the National Heavy Vehicle Regulator? What are their key priorities?
- What have the preliminary findings been for the 12 month trial for oversize vehicles in Queensland you mentioned at the last estimates, is that underway?
 - Will this be replicated in other states in the short term?
- What other outcomes are being sought for large agricultural vehicles? What emphasis does the NHVR place on keeping road transport practices updated to accommodate the new, larger agricultural equipment?

Answer:

1. The NHVR is continuing to focus on red-tape reduction, cross border consistency, and stronger partnerships with industry and government to deliver regulatory reforms. This is being achieved in a number of areas:
 - in July 2015, a new fatigue management template was released to help livestock and rural transporters better manage their drivers' work and rest hours;
 - in October 2015, the NHVR and the Victorian Government harmonised regulations to exempt primary producers from having to use a work diary if travelling or working less than 160km from their base. This brought Victoria into line with all other states under the Heavy Vehicle National Law (HVNL);
 - to date, 714 pre-approved routes have been agreed with state and local government road managers, accelerating the permit approval process, while ensuring road assets and community safety are protected. Work is also underway on national notices for oversize/overmass and special purpose vehicles, which will reduce the need for permits and the paperwork burden for key industry sectors; and
 - the NHVR has worked with the South Australian Government to open up a dedicated network for AB-triple vehicles, and remove red tape and restrictions around operations of tri-axle dollies and quad road trains.

Priorities for the NHVR include the development of new national heavy vehicle inspection standards from July 2016, roll out of electronic work diaries in 2017, and a national heavy vehicle registration scheme in 2018.

2. The 14-month trial is progressing and is due to finish in January 2016. The Queensland Department of Transport and Main Roads will report on outcomes after it concludes. The NHVR and other jurisdictions will consider the report and any resulting actions at that time.
3. In addition to measures outlined previously (refer to SQ15-000348), the NHVR is:

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- working closely with state and local government road managers to reduce regulatory inconsistencies across borders for farmers and other primary producers; and
 - working with operators and jurisdictions to streamline arrangements, with a focus on national notices that harmonise the various state-based arrangements.
4. The NHVR, through its dedicated industry forums such as the Agricultural Industry Operators Group and the Livestock and Rural Transporters' Industry Operators' Group, is informed about the latest vehicle technologies and process improvements, and works collaboratively with those groups to bring about facilitative and practical regulatory approaches.