

**Senate Environment, Communications, Information Technology and
the Arts References Committee**

**Inquiry into the budgetary and environmental implications of the
Government's Energy White Paper**

Department of Transport and Regional Services
5 August 2004

Supplementary Material

1. **Senator Allison asked:** Would not vehicles in your two percent necessarily have to be older than 1996?

Evidence from the Diesel National Environment Protection Measure (DNEPM) demonstrates that vehicles complying with emissions standard ADR70/00 (which applied to diesel vehicles from 1995-6) had significantly lower particle emission levels and relatively few emission related faults. Given this, there is a relatively lower risk that post 1996 built vehicles will be high polluters.

2. **Senator Allison asked:** Can you indicate how many vehicles are outside that January 1996 category in terms of age?

ABS data (*Motor Vehicle Census 2003*) available to the Department shows that as at 31 March 2003, 303025, or 72 per cent of the heavy vehicle fleet are manufactured earlier than 1 January 1996.

3. **Senator Allison asked:** How many trucks would be part of an accredited maintenance program already and [what is] the extent to which it overlaps with the vehicles that are excluded by virtue of being made in 1996 or later?

Although there are no accurate statistics available, industry estimates provided to the Department by the National Transport Commission are that approximately 20000 trucks are currently in accredited maintenance programs. There is no data available to the Department on the age of these vehicles.

4. **Senator Allison asked:** How many vehicles at the present time, or what percentage of the total – and perhaps this could be applied to other categories as well – have been assumed to be in each of those five criteria? We do not know how many primary production vehicles there are on the road in this category?

It has been assumed by the Energy Task Force that approximately 28 per cent of the fleet will be eligible under criteria 1, 5 per cent will be eligible under criteria 2, with 67 per cent of the fleet eligible under the remaining applicable criteria. Data on the number of primary producers eligible is unavailable.

5. **Senator Allison asked:** In the second paragraph of page 2 in your submission, you say: "The BTRE concluded that the measure would produce a small increase in urban air pollution and greenhouse emissions due to some additional use of diesel." How much extra in greenhouse and other emissions are we talking about?

DOTARS is seeking the Minister's advice on providing a copy of the analysis which the BTRE undertook at the request of the Energy Task Force.

6. **Senator Allison asked:** How many [businesses] could we expect to see shifted into the Greenhouse Challenge?

The Energy Task Force estimated that approximately 100 businesses would be covered by this measure, with fewer than 10 of these transport businesses.