



NEPC Report on the Implementation of the
Diesel Vehicle Emissions NEPM

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‘Jurisdictions are continuing to improve diesel vehicle emissions through better emissions testing, vocational training and awareness-raising activities.’

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PART 1 — GENERAL INFORMATION

NEPM details

Title: National Environment Protection (Diesel Vehicle Emissions) Measure

Made by Council: 29 June 2001

Commencement date: 18 July 2001 (advertised in *Commonwealth of Australia Gazette* no. GN 28, 18 July, 2001 p. 2014)

NEPM goal (or purpose)

The goal of the National Environment Protection (Diesel Vehicle Emissions) Measure is set out in clause 10 of the Measure as follows:

10. National environment protection goal

The goal of this Measure is to reduce exhaust emissions from diesel vehicles, by facilitating compliance with in-service emissions standards for diesel vehicles.

Desired environmental outcomes

The desired environmental outcome of the National Environment Protection (Diesel Vehicle Emissions) Measure is set out in clause 11 of the Measure as follows:

11. Desired environmental outcome

The desired environmental outcome of this Measure is to reduce pollution from in-service diesel vehicles.

Evaluation criteria

The assessment of the effectiveness of the National Environment Protection (Diesel Vehicle Emissions) Measure is based on the following criteria.

General criteria (specified in the NEPC Implementation Reporting Protocol)

- progress in implementing the NEPM
- compliance by parties bound by the NEPM with NEPM protocols and/or other NEPM reporting requirements

- progress toward achievement of the NEPM goal, the desired environmental outcomes and any NEPM standards
- issues arising that reflect on the efficiency and simplicity of NEPM administration.

Specific criteria

Reporting requirements set out in clause 15(1) of the NEPM are as follows:

It is intended that each participating jurisdiction submit a report to the Council on the following matters:

- (a) Assessment of the need to take action to manage emissions from the in-service diesel fleet, utilising the criteria specified in clause 13.
- (b) Description of actions taken.

A brief report of all programs implemented during the reporting year to manage emissions from in-service diesel vehicles, including any programs implemented that are not covered by the guidelines in Schedule A of this Measure.

This description should take account of:

- the scope of action required to achieve the Goal and the Desired Environmental Outcome specified in this Measure; and
- any action taken and progress made to reduce emissions from in-service diesel vehicles prior to the commencement of this Measure (relevant to the first year of reporting).

- (c) Assessment of the effectiveness of any actions taken.

Participating jurisdictions must assess their progress in reducing emissions from in-service diesel vehicles identified as significant contributors to air quality problems.

This assessment should include:

- an estimation of any change in the proportion of diesel vehicles out of compliance with in-service emissions standards; and
- an estimation of the reduction in diesel vehicle emissions to ambient air.



PART 2 — IMPLEMENTATION OF THE NEPM, AND ANY SIGNIFICANT ISSUES

This part provides a summary of jurisdictional reports on implementation, discussion of any issues of concern raised by jurisdictions, and Council’s overall assessment of the implementation of the NEPM.

Legislative, regulatory and administrative framework

Table 13: Summary of implementation frameworks

Jurisdiction	Summary of implementation frameworks
Commonwealth	<ul style="list-style-type: none"> The key legislative, regulatory and administrative frameworks are: <ul style="list-style-type: none"> – national fuel quality standards for diesel vehicles made under the <i>Fuel Quality Standards Act 2000</i> – Australian Design Rules under the <i>Motor Vehicle Standards Act 1989</i> – the White Paper, <i>Securing Australia’s Energy Future</i> – Alternative Fuels Conversion Program – Measures for a Better Environment Program.
New South Wales	<ul style="list-style-type: none"> The key legislative instruments are the <i>Protection of the Environment Operations Act 1997</i> and the Protection of the Environment Operations (Clean Air) Regulation 2002. The NEPM is implemented as part of New South Wales government’s 25-year air quality management plan, ‘Action for Air’.
Victoria	<ul style="list-style-type: none"> The primary legislative tool is the Environment Protection (Vehicle Emissions) Regulation 2003 under the <i>Environment Protection Act 1970</i> that addresses the in-service performance of the motor vehicle fleet in Victoria.
Queensland	<ul style="list-style-type: none"> The key legislative instrument is the <i>National Environment Protection Council (Queensland) Act 1994</i>.
Western Australia	<ul style="list-style-type: none"> The key legislative instruments are the <i>National Environment Protection Council (Western Australia) Act 1996</i> and Road Traffic (Vehicle Standards) Rules 2002.
South Australia	<ul style="list-style-type: none"> The NEPM operates as an environment protection policy under the <i>Environment Protection Act 1993</i>.
Tasmania	<ul style="list-style-type: none"> The NEPM is a state policy under the <i>State Policies and Projects Act 1993</i> and the <i>National Environment Protection Council (Tasmania) Act 1995</i>.
Australian Capital Territory	<ul style="list-style-type: none"> The key legislative instrument is the Road Transport (Vehicle Registration) Regulation 2000.
Northern Territory	<ul style="list-style-type: none"> Vehicle performance standards are enforced under the <i>Motor Vehicles Act</i> and the Australian Vehicle Standard Rules.

Council assessment of implementation frameworks

Jurisdictions continue to develop appropriate implementation frameworks.

The *Fuel Quality Standards Act 2000* (Commonwealth) sets a national fuel quality standard for diesel under

the Fuel Standard (Automotive Diesel) Determination 2001. Access to high-quality fuels allows advanced engine and emission control technologies to enter the market, enabling increasingly stringent emissions requirements of the Australian Design Rules to be met.



Table 14: Summary of implementation activities

Jurisdiction	Summary of implementation activities
Commonwealth	<ul style="list-style-type: none"> • The Commonwealth focused on: <ul style="list-style-type: none"> – funding the Measures for a Better Environment Program to assist jurisdictions to develop emissions testing infrastructure and audited maintenance programs – managing and maintaining its diesel fleet – administering the <i>Fuel Quality Standards Act 2000, Motor Vehicles Standards Act 1989</i> and Alternative Fuels Conversion Program.
New South Wales	<ul style="list-style-type: none"> • New South Wales focused on: <ul style="list-style-type: none"> – the Smoky Vehicle Program – the Clean Fleet Program – the Diesel Retrofit Demonstration Program – testing diesel vehicle emissions and tightening standards – evaluating testing equipment and providing a more compact and affordable emissions test system – delivering TAFE training courses for diesel testing and maintenance. • 2099 smoky diesel vehicles were observed and 580 penalty notices were issued to owners of diesel vehicles.
Victoria	<ul style="list-style-type: none"> • Victoria focused on: <ul style="list-style-type: none"> – promoting the Smoky Vehicle Spotting and Enforcement Program – releasing the <i>Review of Air Quality Near Major Roads</i> report – integrating EcoMaintenance Program elements into the TAFE syllabus – enhancing diesel emissions testing and training capability.
Queensland	<ul style="list-style-type: none"> • Queensland focused on: <ul style="list-style-type: none"> – addressing emissions from in-service vehicles under the South-east Queensland Regional Air Quality Strategy, the Air Care Program and the Integrated Regional Transport Plans – developing plans to manage transport growth and deliver a sustainable transport system for the region, which includes Smart Travel Choices for South East Queensland – a number of schemes to reduce in-service emissions; e.g. the National Heavy Vehicle Accreditation Scheme – conducting in-service vehicle emissions testing using remote vehicle sensing technology to inform future policy development. • 1995 diesel vehicles were reported to the Smoky Vehicle Program compared to 1546 in the previous year.
Western Australia	<ul style="list-style-type: none"> • Western Australia focused on: <ul style="list-style-type: none"> – evaluating various emissions testing options for both petrol and diesel vehicles under the Perth Air Quality Management Plan – introducing the ‘CleanRun—Let’s drive down emissions’ program – conducting a survey of reported vehicle owners under the Smoky Vehicle Reporting Scheme – supplying emissions testing equipment to Swan TAFE.



South Australia	<ul style="list-style-type: none"> • South Australia established a Diesel NEPM Test and Repair Demonstration Program which will commence in the next reporting year.
Tasmania	<ul style="list-style-type: none"> • Tasmania focused on purchasing testing equipment for TAFE Tasmania's diesel engine training workshops.
Australian Capital Territory	<ul style="list-style-type: none"> • The Australian Capital Territory focused on: <ul style="list-style-type: none"> – ordering additional compressed natural gas-powered vehicles under the Fleet Efficiency Program – continuing the Smoky Vehicle Program, supplemented by random on-road and car park inspections – supporting the Greenfleet program to offset its vehicle fleet emissions.
Northern Territory	<ul style="list-style-type: none"> • The Northern Territory focused on the Smoky Vehicle Program which operates as part of the vehicle registration and roadworthiness testing procedures.

Council evaluation and assessment of jurisdictional implementation activities

Some jurisdictions are integrating the Diesel Vehicle Emissions NEPM with activities that also aim to meet their Ambient Air Quality NEPM requirements. Several jurisdictions continue to revise their air emissions inventories to better understand the impacts of diesel vehicle emissions.

Jurisdictions continue to implement the NEPM through their Smoky Vehicle Programs which are well supported by the public. A separate reporting system for diesel vehicles would provide more meaningful data on the level of diesel vehicle emissions.

PART 3 — ASSESSMENT OF NEPM EFFECTIVENESS

The Commonwealth's Measures for a Better Environment Program has enabled jurisdictions to progress NEPM objectives. Some TAFE training courses have been expanded to include the EcoMaintenance Program. Smoky Vehicle Programs in states and territories also complement these activities.

Jurisdictions are continuing to improve diesel vehicle emissions through better emissions testing, vocational training and awareness-raising activities.

The NEPC will commence a review of the NEPM in the latter part of 2006.

PART 4 — REPORTING REQUIRED BY THE NEPM

Clause 15 of the NEPM sets out the information that jurisdictions are required to report. This information has been provided by jurisdictions in their individual reports in Part 5 of this report.

PART 5 — REPORTING ON IMPLEMENTATION BY JURISDICTIONS

The Annexes to this report are in Appendix 6:

- Annex 1: Commonwealth
- Annex 2: New South Wales
- Annex 3: Victoria
- Annex 4: Queensland
- Annex 5: Western Australia
- Annex 6: South Australia
- Annex 7: Tasmania
- Annex 8: Australian Capital Territory
- Annex 9: Northern Territory.