



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 Measure 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 and the Council’s overall assessment of the implementation of the NEPM.

Legislative, regulatory and administrative framework

Table 1: 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"> – <i>Fuel Quality Standards Act 2000</i> – Australian Design Rules (ADRs) under the <i>Motor Vehicle Standards Act 1989</i> – Alternative Fuels Conversion 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 the NSW government’s 25-year air quality management plan, Action for Air.
Victoria	<ul style="list-style-type: none"> The primary legislative tools are the Environment Protection (Vehicle Emissions) Regulations 2003 under the <i>Environment Protection Act 1970</i>.
Queensland	<ul style="list-style-type: none"> The NEPM is implemented by the <i>National Environment Protection Council (Queensland) Act 1994</i> and through programs under the South East Queensland Regional Plan 2005–2026.
Western Australia	<ul style="list-style-type: none"> The NEPM is implemented by the <i>National Environment Protection Council (Western Australia) Act 1996</i>, the Road Traffic (Vehicle Standards) Rules 2002 and through programs under the Perth Air Quality Management Plan.
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.



Table 2: 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"> – administering the <i>Fuel Quality Standards Act 2000</i>, the <i>Motor Vehicle Standards Act 1989</i> and the Alternative Fuels Conversion Program – continuing funding support to jurisdictions to develop and implement diesel in-service emissions testing programs and to establish testing facilities – maintaining and managing its diesel fleet – chairing the review of the Diesel Vehicle Emissions NEPM. The Project Team has commenced work on a variation proposal.
New South Wales	<ul style="list-style-type: none"> • New South Wales focused on: <ul style="list-style-type: none"> – continuing to operate the smoky vehicle program – continuing to test the emissions of vehicles volunteered by private and government fleet operators – developing maintenance guidelines for fleet operators – implementing the Clean Fleet Program – continuing to deliver training courses with TAFE for proper diesel vehicle maintenance with expansion of the courses to regional areas – expanding the trial and commencing the NSW Diesel Retrofit Program. • There were 527 penalty notices issued to owners of smoky diesel vehicles, with 9 prosecutions. • There were 161 warning letters issued to diesel vehicle owners resulting from public reports.
Victoria	<ul style="list-style-type: none"> • Victoria focused on: <ul style="list-style-type: none"> – continuing the smoky vehicle program – enhancing diesel emissions testing and training capability – entering into joint agreements with local governments, focusing on diesel emissions reduction.
Queensland	<ul style="list-style-type: none"> • Queensland focused on: <ul style="list-style-type: none"> – addressing diesel emissions through a number of programs – releasing ClimateSmart 2050 – Queensland Climate Change Strategy 2007: A Low Carbon Future which aims to reduce diesel emissions by encouraging public transport use. – developing plans to manage transport growth and deliver a sustainable transport system – continuing a number of schemes to reduce in-service emissions – conducting in-service vehicle emissions testing using remote vehicle sensing technology to inform future policy development. • There were 1312 diesel vehicles reported to the smoky vehicle program compared to 1995 in the previous year.



Jurisdiction	Summary of implementation activities
Western Australia	<ul style="list-style-type: none"> • Western Australia focused on: <ul style="list-style-type: none"> – continuing to implement the CleanRun—Let’s Drive Down Emissions program – completing phase 1 of diesel vehicle testing. Phase 2 is scheduled to commence in the next reporting year – delivering a series of in-service mechanic training short courses at Swan TAFE – further enhancing the smoky vehicle reporting program. • There were 127 diesel vehicles reported to the smoky vehicle program.
South Australia	<ul style="list-style-type: none"> • South Australia focused on: <ul style="list-style-type: none"> – commissioning a vehicle emission test facility – developing an enhanced version of the smoky vehicle program – committing to future use of bio-diesel in the public transport fleet.
Tasmania	<ul style="list-style-type: none"> • Tasmania focused on running a series of training workshops on diesel engine skill gap training in rural areas through TAFE Tasmania.
Australian Capital Territory	<ul style="list-style-type: none"> • Australian Capital Territory focused on: <ul style="list-style-type: none"> – purchasing a number of 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 – incorporating a number of measures into the Road Transport (Vehicle Registration) Regulation 2000, consistent with NEPM goals.
Northern Territory	<ul style="list-style-type: none"> • 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.

A number of jurisdictions have upgraded their in-service vehicle testing and training facilities, which

will increase testing capabilities and improve vehicle maintenance.

PART 3 — ASSESSMENT OF NEPM EFFECTIVENESS

The Fuel Quality Standards and Australian Design Rules have had the greatest effect on reducing emissions from diesel vehicles. Jurisdictional programs have complemented this, although the nature of the initiatives implemented to date limits the ability to assess the overall effectiveness of the NEPM.

Commonwealth funding has enabled states and territories 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 reduce diesel vehicle emissions through better emissions testing, vocational training and awareness-raising activities.

Jurisdictional annual reports to date have not provided adequate information to allow quantitative assessment of any emissions improvement. Only some jurisdictions provide statistical data on diesel vehicle numbers, smoky vehicle program data and a summary of diesel vehicle emissions test results. This may be attributed to the lack of a separate reporting system for diesel vehicles in some jurisdictions.

The NEPM was reviewed in this reporting year.

Recommendations of the review include:

- revising the current schedules including the Diesel Vehicle Emission Testing and Repair Programs
- considering a periodic national testing of a sample of the diesel vehicle fleet, both heavy and light duty, to assess the trend in the fleet emissions profile
- incorporating formal evaluation techniques into training programs.

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

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