



31 July 2026

Light Vehicle Emission Policy Section
Department of Infrastructure, Transport, Regional
Development, Communications, Sport and the Arts
GPO Box 594
Canberra, ACT, 2601

Submitted via: LVEPOLICY@infrastructure.gov.au

To whom it may concern

Re. Federal Chamber of Automotive Industries feedback on NVES Act: *Consultation on potential date changes*

The Federal Chamber of Automotive Industries (FCAI) welcomes the opportunity to provide feedback to the Department on the paper, *NVES Act: Consultation on potential date changes*.

As the peak industry body representing the Australian automotive industry the FCAI's membership covers the vast majority of regulated entities captured under the *New Vehicle Efficiency Standard Act 2024 (Cth)* (NVES). A full list of FCAI members can be found at <https://www.fcai.com.au/about-fcai/member-manufacturers/>.

Timing Issue

The FCAI supports the decision of the Department to address the sequencing of key dates within the NVES. Our understanding, having reviewed the consultation brief, is that these changes would amend key dates, and the occurrence of key dates (e.g. from the second occurrence of a date to the third occurrence of a date), to ensure the NVES operates in line with the original policy intent.

The Department's proposed solutions would amend the NVES to:

- allow regulated entities two full compliance years to generate units within their own businesses to offset debits accrued (in line with the original intent of the legislation); and
- provide regulated entities and the NVES Regulator additional time to complete calculations of both the Interim Emission Values and Final Emission Values.

This will provide greater opportunity for regulated entities to manage compliance within their own business in line with the original policy intent of the NVES.

The FCAI notes the need to consider transitional provisions within the Bill in order to ensure the amended dates apply to those units and interim emission values already issued by the NVES Regulator to regulated entities.



Subject to the release of the final drafting of the bill, the FCAI supports the proposed changes to key dates.

Towing Amendments

The FCAI does not believe there is a need to amend definitions of towing capacity from the currently used ***Rated Towing Capacity***.

While there was initially a misalignment of the definition of rated towing capacity and the original policy intent of the NVES, this was rectified via the *Road Vehicle Standards (Information on the Register of Approved Vehicles) Amendment Determination 2025 (Cth)*.

Rated Towing Capacity is now clearly defined in the *Road Vehicle Standards (Information on the Register of Approved Vehicles) Determination 2021 (Cth)* and in the Guide to the RAV for vehicle type approval holders. Rated towing capacity, in relation to an MC category vehicle, means the maximum towing mass as specified by the vehicle's manufacturer. FCAI members have not indicated any concerns with the ongoing operation of the NVES in relation to this definition.

However, should the Department intend to progress with the proposed change in definition of towing capacity the FCAI would recommend that this be done following a consultation that includes access to an exposure draft. This would ensure that there are no unintended consequences for regulated entities impacted by the change.

Conclusion

The FCAI supports the Department in making appropriate adjustments to the NVES and looks forward to continued engagement.

Should the Department wish to discuss this matter further please contact me at philip.skinner@fcai.com.au or on 02 6247 3811.

Yours sincerely

Philip Skinner
Director – Policy & Advocacy