

# Government Vehicle Emissions Policy

## Frequently Asked Questions

### What is the vehicle emissions policy?

On 4 March 2008, the Government announced the introduction of minimum Greenhouse Ratings for all fleet vehicles in order to reduce the carbon footprint of the fleet. A number of special purpose vehicles (eg operational vehicles in the police and fire services) are exempt.

### When did the policy commence?

The policy applies to all vehicle orders placed with manufacturers from 4 March 2008.

### Why mandate minimum greenhouse gas emissions?

Motor vehicles emit greenhouse gases (primarily carbon dioxide) which contribute to climate change. According to the Green Vehicle Guide, in 2004 cars in Australia contributed 41.7 million tonnes of carbon dioxide or equivalent greenhouse gases, which is 7.4% of total national emissions. Not all vehicles will have the same impact on climate change.

### Where can I find the greenhouse vehicle emissions?

The Tasmanian Government provides the grams of carbon emitted per kilometre for every passenger and light commercial vehicle on contract.

The Australian Green House Office through its Green Vehicle Guide also provides information on

greenhouse emissions, as well as details of each vehicle's fuel consumption. For further details refer to [www.greenvehicleguide.gov.au](http://www.greenvehicleguide.gov.au).

### Why are there different requirements for passenger and commercial vehicles?

Government agencies have a wide range of operational needs. The difference in ratings for passenger and light commercial vehicles recognises that agencies have particular needs that cannot be met by low emission vehicles. For this reason, the Government has applied a different minimum emission rating for light commercial vehicles. Heavy commercial vehicles (buses, trucks and large vans) generally do not have emission ratings, and are therefore not currently impacted by the policy.

### What is the definition of a commercial vehicle?

For the purposes of this policy, light commercial vehicles are defined as all vehicles that are classified as either a utility, cab chassis, van or truck, together with all 4WD's that have a kerb side weight of greater than 2 tonne. This includes large 4WD vehicles such as the Landcruiser, Pathfinder, Patrol, Prado and Pajero models.

Sports Utility Vehicles (SUVs), which are predominantly used on road but have the ability to tow and can be used in an off road capacity if required, (eg RAV 4, Forester, XTrail, Outlander,

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Territory, Captiva, Escape and Kluger) are classified as passenger vehicles.

People movers are classified as passenger vehicles.

### What impact has this had on vehicles available under the vehicle contract?

Following the introduction of the policy, many vehicles previously on contract are no longer available for selection. There are now very few six cylinder vehicles on contract, and many more diesel variants. In order to compensate for the loss of many vehicles that have previously been available, the contract has been expanded to include many new makes, particularly in the executive range.

### Are there any exemptions from this Policy?

There will be limited circumstances where vehicles that do not comply with the minimum emission ratings will need to be purchased in order to meet the operational requirements of agencies.

Information on exemptions is contained in Treasurer's Instructions PF-3

### Does the policy apply to executive vehicles?

The minimum emissions rating of 190g/km of CO<sub>2</sub> (combined cycle) for passenger vehicles will apply to all vehicles purchased for the operational and private use of SES personnel, Parliamentarians, medical practitioners and any other vehicles provided as part of an employment contract.

This means that these users will no longer be able to select commercial vehicles for their use, unless they have a minimum emissions rating of 190g/km of CO<sub>2</sub> (combined cycle).

A exemption from this policy is available in specified circumstances. Information is contained in Treasurer's Instruction PF-3.

### How will the success of this policy be measured?

In 2008, an independent consultant undertook an audit of the Government fleet's carbon emissions for the 2006-07 financial year. This will form the baseline for future comparisons. Agencies are also able to monitor their progress through reports available from the Government's Fleet Manager.

### How does this policy benefit the Tasmanian Community?

By adopting this policy, the Government is making a statement that it is serious about reducing carbon emissions and addressing climate change. Not only will the policy impact on the emissions of its own fleet, it will also flow on to vehicles in the wider community as the more carbon friendly vehicles are sold and make their way into the hands of private owners.

### What else can be done to reduce the carbon footprint of the Government fleet?

While choosing a vehicle with relatively low CO<sub>2</sub> emissions is one way of reducing the Government's carbon footprint, there are a number of other things that can help. These include:

- driving more efficiently;
- reducing the number of vehicles in the fleet;
- reducing the need to travel eg by adoption of teleconferencing facilities; and

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- more efficient utilisation of vehicles (eg car pooling, improved scheduling of meetings).

Tips for greener motoring are available on the [www.greenvehicleguide.gov.au](http://www.greenvehicleguide.gov.au) website.

### Who can I contact for more information?

For information on the Government vehicle contract and the operation of the vehicle emissions policy, contact the Procurement, Risk and Contract Management Branch of Treasury:

Phone: (03) 6145 5009  
Email: [joanne.hicks@treasury.tas.gov.au](mailto:joanne.hicks@treasury.tas.gov.au)

For more information on the Tasmanian Government's Climate Change Policy generally, contact the Tasmanian Climate Change Office:

Phone: (03) 6232 7173  
Email: [climatechange@dpac.tas.gov.au](mailto:climatechange@dpac.tas.gov.au)  
Website: <http://www.dpac.tas.gov.au/divisions/climatechange>