

19 July 2021

UPDATED CLEAN CAR STANDARD TARE WEIGHT FORMULA

- The Clean Car Standard will provide for differentiated targets based on the tare weight of a vehicle. Additionally, it will provide for different targets for passenger vehicles (cars and SUVs) and for commercial vehicles (utes and vans).
- The tare-weight adjustment formula agreed by Cabinet in January 2021 and shared with industry was provisional, as it was based on 2019 vehicle data. Cabinet agreed that the formula would be updated before being finalised. The Minister of Transport has now agreed to an updated formula. The tare-weight adjustment formula will not have legislative effect until regulations containing the detail of the Clean Car Standard are passed..
- The following table shows both the provisional figures agreed by Cabinet in January together with the new figures agreed by the Minister. **Green** text shows the changes.

Formula Element:	Passenger vehicles (Cars, SUVs)		Commercial vehicles (Utes, vans)	
	New	Provisional	New:	Provisional
Line slope (a) (3p WLTP)	0.0841	0.09	0.0576	0.04
Average tare weight (V ₀):	1441 kg	1438 kg	1999 kg	1998 kg
Tare Weight Floor:	1200 kg	1200 kg	1200 kg	1200 kg
Tare Weight Ceiling:	2000 kg	(none)	2200 kg	(none)

- The proposed **annual fleet targets** are shown below. Note, these targets are subject to legislation being passed. The final targets will be based on the 3-phase WLTP test cycle. The NEDC figures are shown for comparison purposes, as these are the figures that were agreed and shared earlier this year.

	2023		2024		2025	
	NEDC	WLTP	NEDC	WLTP	NEDC	WLTP
Grams CO₂/km						
Passenger Fleet (Cars & SUVs)	130	145	120	133.9	102	112.6 ¹
Commercial Fleet (Vans and Utes)	190	218.3	175	201.9	132	155
Average	139	156	128	144.1	105	117.9

- The formula remains the same as that agreed and shared in January 2021:
Individual vehicle CO₂ target = annual fleet target + a x (V - V₀),
 where **V** is the vehicle tare weight and the other variables are noted above.

¹ Refer paragraph 12.

