 <p>Australian Government</p> <hr/> <p>Department of Infrastructure, Transport, Regional Development, Communications and the Arts</p>	<p>Meeting Brief</p> <p>MB22-000816</p>
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To: Senator the Hon Carol Brown, Assistant Minister for Infrastructure and Transport
cc: The Hon Catherine King MP, Minister for Infrastructure, Transport, Regional Development and Local Government
MEETING: Meeting with Hyundai Motor Company Australia's s47F

Timing: 23 November 2022 at 4:00pm

Venue: Your office, S1.48, Parliament House, Canberra

Meeting with: s47F
Hyundai Motor Company Australia

s47F requested a meeting with you to discuss the development National Electric Vehicle Strategy and measures to accelerate the adoption of electric vehicles

Prior meetings: You met with s47F
at the Budget dinner in Canberra and the National Local Roads and Transport Congress in Hobart in early November.

Our Proposed Objectives:

To hear Hyundai's views on the National Electric Vehicle Strategy and measures to support the uptake of electric vehicles, particularly fuel efficiency standards.

Their Objective:

To discuss Hyundai's plans in relation to electric and hydrogen vehicles and their views on how uptake could be accelerated.

Key Points:

1. On 19 August 2022, the Minister for Infrastructure, Transport, Regional Development and Local Government, the Hon Catherine King MP, and the Minister for Climate Change and Energy, the Hon Chris Bowen MP announced that the government will consult on a light vehicle fuel efficiency standard for Australia as part of the National Electric Vehicle Strategy (NEVS). **Attachment C** provides further information on how a fuel efficiency standard works and its key features.
2. On 28 September 2022, Ministers King and Bowen released the NEVS discussion paper. This consultation included initial questions about whether the government should implement a fuel efficiency standard and what design features the government should look at more closely. Submissions to the discussion paper closed on 31 October.
3. Over 500 submissions were received in response to the discussion paper. There was broad support for the introduction of a fuel efficiency standard, but submissions from most vehicle manufacturers including Hyundai recommended a more cautious and technology neutral approach and stressed the importance of complementary measures to support the adoption of low and zero emission vehicles by consumers.

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5. Ongoing detailed consultation on a fuel efficiency standard will be managed by this department in consultation with the Department of Climate Change, Energy, the Environment and Water. A discussion paper seeking further input on the more detailed elements of a fuel efficiency standard is proposed for release in the first quarter of 2023.

s47G

Name: s22(1)(a)(ii)
 Position: A/g Assistant Secretary, Reducing
 Surface Transport Emissions
 Division: Surface Transport Emissions and Policy
 Ph: 02 6274 s22(1)
 Mob: s22(1)(a)(ii)
 Date Cleared: 18 November 2022

Contact Officer: s22(1)(a)(ii)
 Section: Fuel Efficiency Standards
 Ph: 02 6274 s22(1)
 (a)(ii)

Attachments:

Attachment A: Biographical Details

Attachment B: Talking Points

Attachment C: Background information on how a fuel efficiency standard could work

Attachment D: Hyundai's submission to the National Electric Vehicle Strategy Discussion Paper

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ATTACHMENT A

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ATTACHMENT B**TALKING POINTS***National Electric Vehicle Strategy*

- The Government is considering the feedback received in response to the National Electric Vehicle Strategy (NEVS) discussion paper. With over 500 submissions received, there is strong community support for further action in this area.
- Through the Strategy, the Government wants to increase the uptake of electric vehicles into the Australian market at an affordable rate.
- I would be pleased to hear Hyundai's thoughts on what measures should be included in the NEVS, particularly in relation to a fuel efficiency standard.
- The NEVS sought preliminary views on a fuel efficiency standard. The government is considering the submissions before announcing next steps.
 - There is an expectation by many in the community that a mandated fuel efficiency standard will demand a faster rate of improvement than currently required by the FCAI's voluntary standard.
 - I would be pleased to hear your thoughts on what could be done to accelerate this rate of improvement.

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ATTACHMENT C

Background - Fuel efficiency standard – typical operation

- Describe the typical operation of an efficiency standard, and any variations that can be adopted

A fuel efficiency standard is a form of cap and trade scheme which sets a limit for the average emissions in grams of CO₂ per kilometre (gCO₂/km) for all vehicles sold each year by each manufacturer. The average emissions limit is specified by a ‘limit curve’ that makes an allowance for heavier vehicles, so utes, light commercial vehicles and 4wd’s are not unfairly penalised and supports manufacturers to continue to sell a wide range of vehicles. The starting level of emissions and annual decrease will determine the CO₂ reduction that can be achieved and will require modelling and consultation to ensure the measure is both effective and feasible.

A mandated fuel efficiency standard would include a compliance mechanism, with a charge imposed on manufacturers, or their Australian distributors, that fail to meet the standard. Credit trading is commonly used in overseas fuel efficiency standards to enable manufacturers who over-achieve to sell credits to manufacturers that do not meet their targets.

¹ The lack of a compliance mechanism is the key weakness in the FCAI’s voluntary fuel efficiency scheme. Key stakeholders are calling for government to adopt a fuel efficiency standard, and the FCAI is calling for government implement a mandatory fuel efficiency standard based on its voluntary standard.²

Other common design variations include alternative credits and trading frameworks. These include;

- Bonus credits (called ‘off cycle credits’) for technologies that reduce the greenhouse gas emissions of the vehicle in a way which is not detected by the laboratory fuel consumption and emissions test, and ‘Super credits’ for ultra-low or zero emissions vehicles which apply a multiplier to sales of these vehicles.^{3,4,5}
- Alternative rules for trading, banking and pooling credits.
- Annual emissions ceiling described as a percentage reduction (as per the EU standards for 2025 and 2030) versus an annual ‘headline’ gCO₂/km target.

¹ FCAI, CO₂ standard: rules for calculating brand targets and assessing brand compliance,

https://www.fcai.com.au/library/publication/fcai_rules_for_calculating_co2_compliance.pdf

² FCAI, Time for Federal Government to adopt FCAI CO₂ target, <https://www.fcai.com.au/news/index/view/news/765>

³ The International Council on Clean Transportation (ICCT), how will Off-Cycle Credits Impact US 2025 Efficiency standards, <https://theicct.org/publication/how-will-off-cycle-credits-impact-u-s-2025-efficiency-standards/>

⁴ European Commission (EC), CO₂ emission performance standards for cars and vans, https://ec.europa.eu/clima/eu-action/transport-emissions/road-transport-reducing-co2-emissions-vehicles/co2-emission-performance-standards-cars-and-vans_en

⁵ The Grattan Institute, The Grattan car plan: practical policies for cleaner transport and better cities, <https://grattan.edu.au/report/grattan-car-plan/>

Behaviour change

- *How would we expect it to change behaviour of automotive companies and consumers?*

Companies

Independent analysis finds that vehicle manufacturers do not prioritise electric vehicle (EV) models for distribution in Australia. The lack of regulated fuel efficiency standard is the key policy driver for this outcome.⁶ This finding is supported by statements from vehicle manufacturers, for example, the former head of VW Group Australia, Michael Bartsch stated that “unless a CO₂ target is set [in Australia], manufacturers will continue to prioritise modern markets both for zero emission vehicles and the most efficient conventional engines”⁷, and that “markets where there are punitive fines if they don’t are naturally first in line for zero emission vehicles.”^{8,9}

Even if consumers do consider fuel efficiency in their purchasing decisions, they can only purchase vehicles that manufacturers choose to supply to the Australian market. As consumers generally have limited information on the range of technologies that manufacturers can utilise to improve fuel efficiency, manufacturers face commercial risks in deciding which technologies they offer to the Australian market.

In a highly competitive market, vehicle manufacturers may be reluctant to invest heavily in fuel saving technologies that can increase manufacturing costs, particularly if competitors are focussing on other attributes that may be more cost effective and commercially successful. This is particularly the case, if consumers do not consider total cost of ownership.¹⁰

Consumers

Relatively little direct consumer behaviour change is anticipated as a result of a fuel efficiency standard because the standard principally changes the default technology options manufacturers provide to the market, rather than providing a strong price signal to consumers.¹¹ Consumers who wish to purchase an EV but are currently unable to do so because of limited model availability are more likely to be able to purchase the vehicle they want. Manufacturers are also likely to provide more efficient internal combustion engine technology available in other markets to Australian vehicles.

Market research by the EV Council consistently finds that over 50 per cent of Australians are interested in purchasing an EV for their next car, with key barriers to purchase being poor model availability, high purchase price and range anxiety.^{12,13} As noted above, due to the lack of a fuel efficiency standard in Australia, many popular EV models are not available in

⁶ Bloomberg New Energy Finance, *Electric vehicle outlook 2021*, <https://about.bnef.com/electric-vehicle-outlook/>

⁷ Mr Bartsch’s successor, Mr Paul Sansom has made similar public statements, e.g., the Australian, *Desire for EVs shifts up a gear, now the law must keep up*, <https://www.theaustralian.com.au/special-reports/desire-for-evs-shifts-up-a-gear-now-the-law-must-keep-up/news-story/2b8ff7dbce56c458a29814ee24336a59?btr=efd3a86f61b00664877dcc1a545288d9>

⁸ Car Sales, *Australia a “dumping ground” for old tech, says VW*, <https://www.carsales.com.au/editorial/details/australia-a-dumping-ground-for-old-tech-says-vw-129368/>

⁹ ABC News, *Car makers say lack of emissions regulations putting handbrake on electric vehicles in Australia*, <https://www.abc.net.au/news/2021-11-10/car-brands-call-for-emissions-regulation-electric-vehicles/100608000>

¹⁰ European Commission, *Evaluation of Regulations 443/2009 and 510/2011 on CO₂ emissions from light duty vehicles. Final Report*, <https://op.europa.eu/en/publication-detail/-/publication/7d6365fe-286c-4a6a-840c-877d79143022>

¹¹ Cf. ‘feebate’ schemes that apply a fee to high emitting vehicle and a subsidy to low emitting vehicles.

¹² EV Council, *State of electric vehicles 2020*, <https://electricvehiclecouncil.com.au/reports/state-of-electric-vehicles-2020/>

¹³ EV Council, *Consumer Attitudes Survey 2021*, <https://electricvehiclecouncil.com.au/reports/consumer-attitudes-survey-2021/>

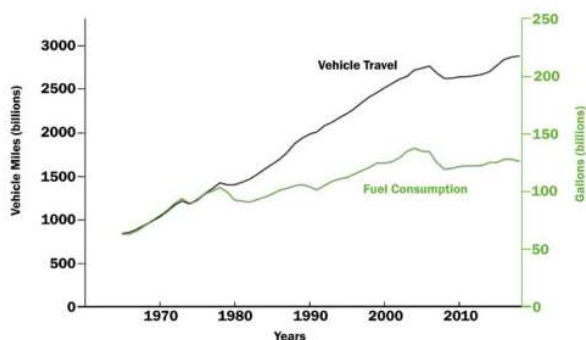
Australia,¹⁴ or small allocations sell out in a matter of minutes.¹⁵

What countries have CO₂ standard and outcomes?

- Which countries have a standard in place and what evidence is there it has changed outcomes?

Eight-five per cent of all vehicles sold in the world are covered by some form of fuel efficiency standard.¹⁶ This includes the EU, US, China, Japan, Brazil, India, Canada, South Korea, Mexico and Saudi Arabia.¹⁷ The IEA further finds that “stringent vehicle efficiency and/or CO₂ standards have promoted EV adoption in most leading EV markets and should be adopted by all countries seeking to hasten the transition to electromobility.”¹⁸

Comparing average fuel efficiency over time or comparing average vehicle fuel efficiency between markets needs to be undertaken cautiously due to confounding variables (technology change over time, different fleet make up between countries etc.). Nevertheless, a 2020 analysis of the US fuel economy standard found the standard was highly effective and decoupled vehicle distance travelled from fuel used (see chart below).¹⁹



Transportation Statistics Analysis Report – U.S. Department of Transportation Bureau of Transportation Statistics (2018)

In 2019, the average passenger car in Europe emitted 123 gCO₂/km, compared to about 169 gCO₂/km in Australia,²⁰ although some of this difference is due to larger vehicles in Australia than Europe. Similarly, the average US passenger light vehicle is more than 100kg heavier than the average Australian vehicle, and have considerably more powerful engines, yet US vehicles emit on average 5g CO₂/km less.²¹ As noted above, manufacturers and independent analysts consistently advise that regulated fuel efficiency standards are a key driver for the supply of EVs to markets.

¹⁴ ABC News, *Carmakers say lack of emissions regulations putting handbrake on EVs in Australia*,

<https://www.abc.net.au/news/2021-11-10/car-brands-call-for-emissions-regulation-electric-vehicles/100608000>

¹⁵ The Driven, *Latest offering of Ionic electric SUVs sells out in less than seven minutes*,

<https://thedriven.io/2022/03/23/latest-offering-of-ioniq-5-electric-suv-sells-out-in-less-than-seven-minutes/>

¹⁶ IEA, *Policies to promote electric vehicle deployment*, <https://www.iea.org/reports/global-ev-outlook-2021/policies-to-promote-electric-vehicle-deployment>

¹⁷ The ICCT, *Passenger vehicle fuel economy*, <https://theicct.org/pv-fuel-economy/>

¹⁸ IEA, *Global EV outlook 2022*, <https://www.iea.org/reports/global-ev-outlook-2022/executive-summary>

¹⁹ Princeton University, *Comprehensive look at US fuel economy standards shows big savings on fuel and emissions*,

<https://acee.princeton.edu/acee-news/comprehensive-look-at-u-s-fuel-economy-standards-shows-big-savings-on-fuel-and-emissions/>

²⁰ National Transport Commission (2020) and European Environment Agency, cited in the Grattan Car Plan (2021),

<https://grattan.edu.au/wp-content/uploads/2021/10/Grattan-Car-Plan.pdf>

²¹ The Grattan Car Plan, p.8-9

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Departmental analysis in 2018 found that if light vehicles sold in Australia met the same mass based efficiency requirements as those sold in the EU, Australia's fleet average emissions would be 16 per cent lower.

Implementation in Australia

- *How could a standard be implemented in Australia, what would government need to agree to, would it need legislative amendments, if so how?*

New Commonwealth legislation would likely be required to implement a fuel efficiency standard. Amendments to the *Road Vehicles Standards Act 2018* (RVSA) would likely not be practical because the RVSA regulates individual vehicles, whereas a fuel efficiency standard needs to regulate emissions performance of a group of vehicles. The requirements of this legislation would apply to corporations that manage the sale and distribution of light vehicles in Australia (distributors). A regular review would be included to set future emissions reduction targets to help ensure the standard is sufficiently ambitious and continues to improve the efficiency of vehicles available in Australia.

Consultation across government will be required to determine the appropriate regulator for the fuel efficiency standard. DITRDCA may be able to establish that capacity or an external regulator, for example the Clean Energy Regulator which regulates the Safeguard Mechanism, may be better placed.

From: s22(1)(a)(ii)
Sent: Wednesday, 16 November 2022 12:04 PM
To: DLO Brown
Subject: FW: Hyundai CEO & COO meeting request [SEC=OFFICIAL]
Attachments: Senator Brown Meeting Request.pdf

OFFICIAL

We'll need a brief for this one...

s22(1)(a)(ii)
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 Assistant Minister for Infrastructure and Transport
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OFFICIAL

From: s22(1)(a)(ii)
Sent: Wednesday, 16 November 2022 11:09 AM
To: s47F@hyundai.com.au'
Subject: FW: Hyundai CEO & COO meeting request [SEC=OFFICIAL]

OFFICIAL

Hi s47F

Carol has asked me to get in touch about your meeting request.

Would 4pm on 23 November work for you?

s22(1)(a)(i)

s22(1)(a)(ii)
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From: BROWN, Carol
Sent: Tuesday, 15 November 2022 8:44 AM
To: s22(1)(a)(ii) (Sen C. Brown) <s22(1)(a)(ii)@aph.gov.au>
Cc: s22(1)(a)(ii) @mo.infrastructure.gov.au>
Subject: Fwd: Hyundai CEO & COO meeting request [SEC=OFFICIAL]

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From: "s47F" @hyundai.com.au>
Date: Monday, 14 November 2022 at 9:23:12 am
To: "BROWN, Carol" <Carol.Brown@MO.infrastructure.gov.au>
Subject: Hyundai CEO & COO meeting request

Good morning Senator Brown,

Thank you for the recent discussions we conducted at the Labor Budget Dinner in Canberra and at the ALGA conference in Hobart 2 weeks ago.

I am writing on behalf of Hyundai Motor Company Australia's s47F who wish to request a meeting with you on 23 November 2022 in Canberra.

s47F would like to discuss the National EV Strategy, Hyundai's submission to the consultation process and our future plans to support the expansion of the EV market in Australia.

You may be aware that Hyundai is a leader in eco mobility offering the widest range of low and zero emission vehicle technologies available in Australia today. We were also an early leader in introducing battery electric and fuel cell electric vehicles to the country laying the groundwork for the decarbonisation of Australia's transport sector.

We are looking forward to working closely with the Australian Government to assist with development of the National EV Strategy and would welcome the opportunity to discuss with you how we can collaborate to accelerate the uptake of EVs. We are also keen to see how we can assist with the passenger and heavy vehicle fleet transition to zero emissions in Tasmania.

To make arrangements for this meeting, your office may contact me on the following: m: s47F or e: s47F @hyundai.com.au.

Yours sincerely

s47F



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s47F

+61 s47F

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Hyundai Motor Company Australia

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From: s47F @aada.asn.au>
Sent: Monday, 1 May 2023 12:18 PM
To: CleanerCars
Cc: s22(1)(a)(ii) CleanerCars
Subject: Re: meeting with Tristan NEVS and FES [SEC=OFFICIAL]

Hi s22(1)(a)(ii)

Thanks for reaching out, Thursday 18th at 2pm works for us. Could you also include our s47F in the meeting invite s47F @aada.asn.au

Thanks

s47F

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From: CleanerCars <CleanerCars@infrastructure.gov.au>
Date: Monday, 1 May 2023 at 11:39 am
To: s47F @aada.asn.au>
Cc: s22(1)(a)(ii) @infrastructure.gov.au>, CleanerCars <CleanerCars@infrastructure.gov.au>
Subject: RE: meeting with Tristan NEVS and FES [SEC=OFFICIAL]

OFFICIAL

Hi s47F,

Hope this email finds you well. s22(1)(a)(ii) passed on your message, and we are keen to set up an online meeting with your organisation on the Fuel Efficiency Standard.

If possible, would either of the following times suit you?

- Thursday 18 May 9:00-9:30am
- Thursday 18 May 2:00-2:30pm

While the meeting is focused primarily on the FES, we could also extend the meeting if there were other topics you wanted to discuss as well.

Thanks for your time. We look forward to your reply.

Kind regards,

s22(1)(a)(ii)

Policy Officer • Fuel Efficiency Standard • **Reducing Surface Transport Emissions Branch**

s22(1)(a) [@infrastructure.gov.au](mailto:infrastructure.gov.au)

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I would like to acknowledge the traditional custodians of this land on which we meet, work and live.

I recognise and respect their continuing connection to the land, waters and communities.

I pay my respects to Elders past and present and to all Aboriginal and Torres Strait Islanders.

OFFICIAL

From: s47F @aada.asn.au>
Sent: Monday, 1 May 2023 9:56 AM
To: s22(1)(a)(ii) @infrastructure.gov.au>
Subject: Re: meeting with Tristan NEVS and FES [SEC=OFFICIAL]

Hi s22(1)(a)(ii)

Hope your keeping well. Apologies for the delay in coming back to you to reschedule this meeting.

In light of the release of the Fuel Efficiency Standard discussion paper, I thought it would be a good time to reschedule our meeting with Tristan.

Some suitable dates are any time after 12pm on Wednesday 17th or anytime Thursday 18th May.

Let me know if these days don't work and we can look at other days.

Thanks

s47F

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From: s22(1)(a)(ii) <[REDACTED]@infrastructure.gov.au>
Date: Thursday, 23 March 2023 at 10:25 am
To: s47F <[REDACTED]@aada.asn.au>
Subject: RE: meeting with Tristan NEVS and FES [SEC=OFFICIAL]

OFFICIAL

Hello,

No worries – ill move it to Tuesday afternoon. Thanks for letting me know and it has worked out well, Tristan’s week a=was looking BUSY.

Have a good day

s22(1)(a)(ii)

EA to Tristan Kathage • Reducing Surface Transport Emissions Branch
 Surface Transport Emissions and Policy Division

s22(1)(a)(ii) <[REDACTED]@infrastructure.gov.au>

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From: s47F <[REDACTED]@aada.asn.au>
Sent: Thursday, 23 March 2023 10:20 AM
To: s22(1)(a)(ii) <[REDACTED]@infrastructure.gov.au>
Subject: Re: meeting with Tristan NEVS and FES [SEC=OFFICIAL]

Hi s22(1)(a)(ii)

Apologies, we are going to have to reschedule this meeting if possible.

It might be easier to try for the following week, we are available anytime except 11am-12pm on Tuesday 4th and anytime on Wednesday 5th.

Let me know if these days don’t work and we can look at other days.

Thanks

s47F

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From: s47F <[redacted]> @aada.asn.au
Date: Tuesday, 21 March 2023 at 1:49 pm
To: s22(1)(a)(ii) <[redacted]> @infrastructure.gov.au
Subject: Re: meeting with Tristan NEVS and FES [SEC=OFFICIAL]

Thanks s22(1)(a)(ii) <[redacted]>, received.

I also forwarded the invite to our CEO Mr James Voortman.

I think the discussion would be pretty general, things we are looking to discuss include, the timings around the release of the strategy and the FES, used electric car imports and incentives for EV uptake.

s47F <[redacted]>

E s47F <[redacted]> @aada.asn.au

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From: s22(1)(a)(ii) <[redacted]> @infrastructure.gov.au
Date: Tuesday, 21 March 2023 at 10:22 am
To: s47F <[redacted]> @aada.asn.au
Subject: RE: meeting with Tristan NEVS and FES [SEC=OFFICIAL]

OFFICIAL

Morning,

No worries – Tuesdays looking good. Ill send the invite in a few.

Is there anything specific in either the National Electric Vehicle Strategy or Fuel Efficiency Standards you'd like to cover? Or more of a general conversation about both?

Thanks

s22(1)(a)(ii)

EA to Tristan Kathage • Reducing Surface Transport Emissions Branch

Surface Transport Emissions and Policy Division

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From: s47F [@aada.asn.au](mailto:s47F@aada.asn.au)
Sent: Tuesday, 21 March 2023 9:46 AM
To: s22(1)(a)(ii) [@infrastructure.gov.au](mailto:s22(1)(a)(ii)@infrastructure.gov.au)
Subject: Re: meeting with Tristan NEVS and FES [SEC=OFFICIAL]

Many thanks s22(1)(a)(ii)

No problem, I have put a place holder in our calendars and will await your reply.

s47F

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From: s22(1)(a)(ii) [@infrastructure.gov.au](mailto:s22(1)(a)(ii)@infrastructure.gov.au)
Date: Monday, 20 March 2023 at 4:22 pm

To: s47F [REDACTED]@aada.asn.au>
 Subject: meeting with Tristan NEVS and FES [SEC=OFFICIAL]

OFFICIAL

Afternoon s47F [REDACTED],

I just thought id email through to make sure I had the correct email and you had my details too.

I just want to follow up that a few other team members are free Tuesday the 28th 10-11 before I send through the invite. Could you please put a placeholder in your diaries for the moment?

Thanks

s22(1)(a)(ii) [REDACTED]

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Released under FOI Act 1982 by Department of Infrastructure, Transport, Regional Development, Communications and the Arts

Subject: Meeting with §47F, FCAI [SEC=UNOFFICIAL]
Location: 111 Alinga Street - exec Boardroom

Start: Fri 24/03/2023 1:00 PM
End: Fri 24/03/2023 1:45 PM

Recurrence: (none)

Meeting Status: Not yet responded

Organizer: PURVIS-SMITH, Marisa

Categories: FAS/Dep sec/Sec

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From: §47F <§47F@fcai.com.au>
Sent: Tuesday, 14 March 2023 2:56 PM
To: §22(1)(a)(ii) <§22(1)(a)(ii)@infrastructure.gov.au>
Subject: Follow-up regarding meeting with FCAI scheduled Friday 24 March

Good afternoon §47F

I'm just following up from our telephone discussion last Thursday (9 March) regarding a meeting between the FCAI §47F and the Department (Marisa Purvis-Smith, Andrew Madsen and Tristan) regarding to CO2. After looking at availability, you advised the meeting is scheduled for Friday 24 March from 1-2pm and would forward me an email to confirm these arrangements prior to forwarding a calendar meeting invite. I was expecting to receive your email last Thursday, but to date I've not received anything.

I have left you a phone message this afternoon, however thought I'd follow up with an email in case you had incorrectly recorded my email address.

We have two staff members who will also be attending the meeting, both of whom reside interstate. Before making any travel bookings for them, I wanted to confirm the meeting arrangements as discussed last Thursday.

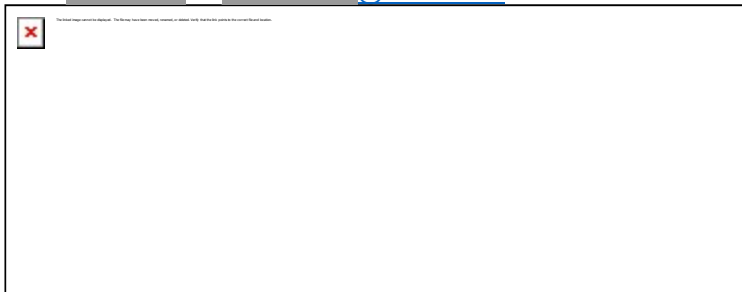
It would be appreciated if you could respond at your earliest convenience.

Regards

s47F

s47F
Federal Chamber of Automotive Industries

T: 02 s47F E: s47F @fcai.com.au



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From: s47F [redacted]@fcai.com.au>
Sent: Wednesday, 12 April 2023 2:44 PM
To: s22(1)(a)(ii) [redacted]
Cc: s47F [redacted]
Subject: Re: Proposed FCAI - DITRDCA meeting - Fuel Efficiency [SEC=OFFICIAL]

Hi s22(1)(a)(ii) [redacted],
 Thursday 3~4pm will work for us.
 Please send a meeting invitation so we have it in our calendars. Also, if possible, please arrange car parking downstairs.
 Thanks, s47F [redacted]

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From: s22(1)(a)(ii) [redacted]@infrastructure.gov.au>
Sent: Wednesday, April 12, 2023 11:45:15 AM
To: s47F [redacted]@fcai.com.au>
Cc: s47F [redacted]@fcai.com.au>; s47F [redacted]@fcai.com.au>
Subject: RE: Proposed FCAI - DITRDCA meeting - Fuel Efficiency [SEC=OFFICIAL]

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Morning s47 [redacted],

Tristan only fly's back into CBR late Wednesday so it will need to be Thursday. Hes has a pretty tight schedule would 3-4pm work on you end? Noting he has back to back meetings either side – unless you'll still be around Friday when he has some more time?

Thanks

s22(1)(a)(ii) [redacted]
 EA to Tristan Kathage • Reducing Surface Transport Emissions Branch
 Surface Transport Emissions and Policy Division
 s22(1)(a)(ii) [redacted]@infrastructure.gov.au
 P +61 s22(1)(a)(ii) [redacted]
 GPO Box 594 Canberra, ACT 2601

s22(1)(a)(ii) [redacted]

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s47F [redacted]
Sent: Wednesday, 12 April 2023 11:28 AM
To: s47F [redacted]@fcai.com.au>
Cc: s22(1)(a)(ii) [redacted]@infrastructure.gov.au>; Ts47F [redacted]@fcai.com.au>;

s47F @fcai.com.au>; s22(1)(a)(ii) @infrastructure.gov.au>; s22(1)(a)(ii) @infrastructure.gov.au>

Subject: RE: Proposed FCAI - DITRDCA meeting - Fuel Efficiency [SEC=OFFICIAL]

OFFICIAL

Hi s47F .

That sounds great. I'll ask s22(1)(a)(ii) to find a time next week.

Thanks

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From: s47F @fcai.com.au>

Sent: Wednesday, 12 April 2023 11:27 AM

To: KATHAGE Tristan <Tristan.Kathage2@infrastructure.gov.au>

Cc: s22(1)(a)(ii) @infrastructure.gov.au>; s47F @fcai.com.au>; s47F @fcai.com.au>

Subject: Proposed FCAI - DITRDCA meeting - Fuel Efficiency [SEC=OFFICIAL] [SEC=OFFICIAL]

Hi Tristan,

s47F was talking to s47F from the Minister's office and offered to run him through some forward modelling on likely outcomes of Fuel Efficiency standards that we've had S&P Global undertake. He suggested that it may be more worthwhile us showing this to the Department.

s47F and I are in Canberra next week and wonder whether you'd have some spare time on Thursday (or Wednesday) to spend with us. We're happy to come into Alinga St, an hour or so would probably suffice.

Please let me know your availability.

Regards, s47F

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From: sponsorship <sponsorship@toyota.com.au>
Sent: Friday, 21 April 2023 11:45 AM
Subject: You're Invited | The 2023 Toyota Hydrogen Showcase

PROTECTED



Department of Infrastructure, Transport, Regional Development, Communications and the Arts

You have been invited to join us at the 2023 Toyota Hydrogen Showcase.

Things to note:

- Attendance is by invite only.
- Please click [here](#) to register, you will be given the option of selecting a session you would like to attend.
- We have two open sessions which you are free to come to at any point during the allocated time to speak with our experts and/or drive a Mirai.
- Or the 2-hour session will include a full asset tour and drive experience.
- On arrival to the National Convention Centre Canberra, please make your way to the Exhibition Hall, 31 Constitution Ave, Canberra ACT 2601.
- Parking is available in underground car park on Constitution Avenue, between the venue and the Airservices Australia building. Please use lift to access the ground level, where you will find the Exhibition Hall.
- Please complete and bring the indemnity form with you on the day.

If you have any questions, please respond to this email and we will get back to you shortly.

Kind regards

New Business Solutions & National Marketing

Toyota Australia

Boonwurrung Country

155 Bertie Street, Port Melbourne, VIC 3207

PO Box 2006, Melbourne, VIC 3001

W www.toyota.com.au

Toyota Australia acknowledges the Traditional Owners & Custodians of lands throughout Australia. We pay our respects to Elders past, present and emerging.



**It's in our nature to strive
for a cleaner tomorrow**



TOYOTA

OH WHAT A FEELING

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