

s22

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From: s47F [redacted]@toyota.com.au>
Sent: Thursday, 23 June 2022 4:35 PM
To: Minister.King.MO <Minister.King@mo.infrastructure.gov.au>
Cc: s47F [redacted]@toyota.com.au>
Subject: Toyota & Minister Catherine King Meeting Request

29/06 - 1

PROTECTED

Dear s22 [redacted]

I am writing on behalf of Matthew Callachor, President & CEO Toyota Australia to request a meeting with Minister Catherine King to provide an update on Toyota Australia including our pathway to decarbonisation through low/zero emissions vehicles and the linkage to government policy setting, and the Specialist and Enthusiast Vehicle Scheme. Decarbonisation of transport is an urgent and relevant priority for Toyota Australia and we seek to explore the way forward.

Matthew intends to be in Canberra on 2nd and 3rd August 2022, and would welcome the opportunity to meet. Looking forward to finding a mutually convenient time.

Regards,

s47F [redacted]
Senior External Affairs Specialist
Corporate Services

Toyota Australia
Boonwurrung Country
155 Bertie Street, Port Melbourne, VIC 3207
PO Box 2006, Melbourne, VIC 3001
M s47F [redacted]
E s47F [redacted]@toyota.com.au 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.



AUSTRALIAN
NETWORK
ON DISABILITY

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From: s47F @aaa.asn.au
Sent: Thursday, 14 July 2022 2:09 PM
To: Minister.King.MO <Minister.King@mo.infrastructure.gov.au>
Subject: Invitation to attend the AAA National Council meeting at APH in November 2022

Dear Minister

Please find attached correspondence from the AAA Managing Director inviting you to attend the AAA National Council.

Kind regards

s47F

Executive Coordinator
Phone: +61 (0) 2 6261 s47F
Mobile: +61 (0) s47F
s47F @aaa.asn.au



Australian Automobile Association

+61 2 6247 7311
aaa@aaa.asn.au
aaa.asn.au

MEMBER OF



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Mailing Address:
GPO Box 1555
Canberra ACT 2601

Address:
103 Northbourne Ave
Turner ACT 2612

P 02 6247 7311
T @aaacomms
W www.aaa.asn.au

MEMBER OF



Hon Catherine King MP
Minister for Infrastructure, Transport, Regional Development & Local Government
PO Box 6022
Parliament House
Canberra, ACT, 2600

14 July 2022

Dear Minister, *Catherine*

I write to invite you to meet with the AAA National Council in Parliament House on Wednesday 23 November 2022.

The AAA National Council is comprised of the presidents and CEOs of Australia's state-based motoring clubs. It meets twice each year and provides direction to the AAA on policy and advocacy priorities for clubs and their 8.7 million members.

The AAA National Council very much appreciated hearing from you as Shadow Minister in 2019 and would welcome the opportunity to gain a first-hand understanding of your Ministerial priorities; and discuss critical national issues relevant to your portfolio, such as transport safety, emissions regulation, and infrastructure.

Our day's agenda runs from 9am to 3pm and I would welcome any advice regarding a suitable half hour window within your diary. Of course, our team in Canberra will also be pleased to offer any briefings or information ahead of the event.

I look forward to receiving advice regarding your availability.

Yours sincerely s47F

Michael Bradley
Managing Director



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2 August 2022
Tuesday

s22(1)(a)(ii) - irrelevant material

5:15 PM - 5:45 PM

Toyota Australia President and CEO, Matthew Callachor -- MG 46 (POC: s47F - personal privacy)

s22(1)(a)(ii) - irrelevant material

Toyota → Aug 2
Matthew Callacher

1) Toyota Carbon Journey
- facilitate carbon
neutral by 2025

↳ all avial fuel
Bio
Hydrogen

Market Intro of Alternative Fuel
2020 - 2050

- Luxury Brands moving quicker
on elec vehicles

- Optim use ICE engine tech for
Hydrogen → 2030 out

① Don't just pursue
e-vehicles only.

②. MCK → emissions standards
is our role.

* quality of fuel is
a key issue.

↳ New unit on assisting on
transport sector to
decarbonize.

s22(1)(a)(ii)



Attachments: 2022 08 RVSA Pack v1.1_REDACTED.pdf; 2022 08 CO2 Electrification Pack v1.1_REDACTED.pdf

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From: s47F @toyota.com.au>
Sent: Wednesday, 10 August 2022 1:45 PM
To: s22(1)(a)(ii) @MO.infrastructure.gov.au>
Cc: s47F @toyota.com.au>
Subject: Toyota x Minister King Meeting Materials

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Hi s22(1)(a)(ii)

Thank you again for the meeting between the President and CEO of Toyota, Matthew Callachor and Minister Catherine King.

As a follow up, I'm sending through the slides that Matthew used while talking with the minister.

If the minister is available and in Melbourne at some point, we would welcome the opportunity to host a visit to our Hydrogen Centre in Altona to see the centre first hand, and experience some of our zero emissions vehicles.

Please see attached.

Looking forward to hearing from you soon.

Regards,

s47F

Senior External Affairs Specialist
Corporate Services and External Affairs

Toyota Australia
155 Bertie Street, Port Melbourne, VIC 3207
PO Box 2006, Melbourne, VIC 3001

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Road Vehicle Standards Act (RVSA)

Specialist and Enthusiast Vehicle Scheme
(SEVS)

August 2022

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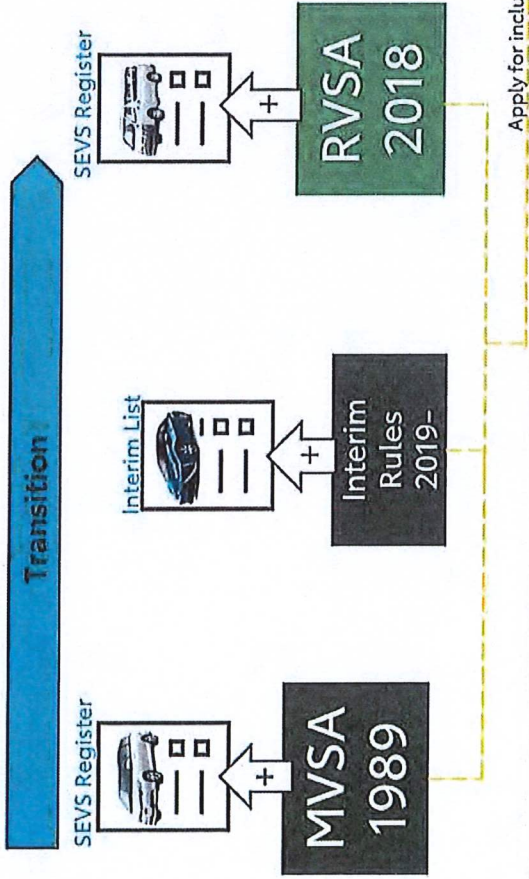
TOYOTA

Current Situation

- **Road Vehicles Standards Act 2018 (RVSA)** in place
 - Specialist and Enthusiast Vehicle Scheme (SEVS) continues
 - In transitional arrangement due to issues/delays with government department = continuing volumes of vehicles allowed to be imported under both new RVSA and rules **Motor Vehicle Standards Act 1989** (MVSA) rules
 - Many vehicles are being imported on false pretences

Extended several times RVSA in place (2018) 2021, 2022, 2023....

- Issues with change to new ROVER system
- OEMs concern of stranded vehicles
- Import companies bringing in more cars than annual limit allows



Transfer to RVSA deadline 1 July 2023

Key Point:

1. Applications still open to transfer models on old register to RVSA 1 July 2023 (extended)
2. Models added to all SEVS registers include models of concern to Toyota and Lexus
3. ROVER system upgrade impacting commercial operations
4. RAV entry invoicing and payment terms discussions ongoing

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Government correspondence 2020-2021

- April 2020 – First Gen Mirai addition
- Dec 2020 – Estima MVSA non-conformance
- March 2021 – LC Wagon eligible as Campervan, grey import companies
- Oct 2021 – Terminology, HiAce safety, Estima RVSA non-conformance

TOYOTA
TOYOTA MOTOR CORPORATION AUSTRALIA LIMITED
A.C.N. 101 161 127

24 April 2020
Mr. Michael McCormack MP
Minister for Transport
Parliament House
Canberra ACT 2600

Dear Mr. McCormack:

We, Toyota Motor Corporation (Australia) Limited (TMCA), are writing on behalf of Toyota Motor Corporation, Australia (TMCA), regarding the new safety listing process for the import of Commercial and Light Vehicle (CLV) (2020).

First Gen Mirai (2020) is a new model of Toyota Mirai (2020) that is being imported into Australia. The vehicle is a hydrogen fuel cell vehicle (FCEV) and is currently being imported into Australia. The vehicle is currently being imported into Australia under the current regulatory framework. The vehicle is currently being imported into Australia under the current regulatory framework. The vehicle is currently being imported into Australia under the current regulatory framework.

TOYOTA
TOYOTA MOTOR CORPORATION AUSTRALIA LIMITED
A.C.N. 101 161 127

15 September 2020
Mr. Michael McCormack MP
Minister for Transport
Parliament House
Canberra ACT 2600

Dear Mr. McCormack:

We, Toyota Motor Corporation (Australia) Limited (TMCA), are writing on behalf of Toyota Motor Corporation, Australia (TMCA), regarding the new safety listing process for the import of Commercial and Light Vehicle (CLV) (2020).

Estima MVSA (2020) is a new model of Toyota Estima (2020) that is being imported into Australia. The vehicle is a multi-purpose vehicle (MPV) and is currently being imported into Australia. The vehicle is currently being imported into Australia under the current regulatory framework. The vehicle is currently being imported into Australia under the current regulatory framework. The vehicle is currently being imported into Australia under the current regulatory framework.

TOYOTA
TOYOTA MOTOR CORPORATION AUSTRALIA LIMITED
A.C.N. 101 161 127

18 March 2021
Mr. Michael McCormack MP
Minister for Transport
Parliament House
Canberra ACT 2600

Dear Mr. McCormack:

We, Toyota Motor Corporation (Australia) Limited (TMCA), are writing on behalf of Toyota Motor Corporation, Australia (TMCA), regarding the new safety listing process for the import of Commercial and Light Vehicle (CLV) (2020).

LC Wagon (2021) is a new model of Toyota LC Wagon (2021) that is being imported into Australia. The vehicle is a light commercial vehicle (LCV) and is currently being imported into Australia. The vehicle is currently being imported into Australia under the current regulatory framework. The vehicle is currently being imported into Australia under the current regulatory framework. The vehicle is currently being imported into Australia under the current regulatory framework.

TOYOTA
TOYOTA MOTOR CORPORATION AUSTRALIA LIMITED
A.C.N. 101 161 127

14 October 2021
Mr. Michael McCormack MP
Minister for Transport
Parliament House
Canberra ACT 2600

Dear Mr. McCormack:

We, Toyota Motor Corporation (Australia) Limited (TMCA), are writing on behalf of Toyota Motor Corporation, Australia (TMCA), regarding the new safety listing process for the import of Commercial and Light Vehicle (CLV) (2020).

HiAce (2021) is a new model of Toyota HiAce (2021) that is being imported into Australia. The vehicle is a light commercial vehicle (LCV) and is currently being imported into Australia. The vehicle is currently being imported into Australia under the current regulatory framework. The vehicle is currently being imported into Australia under the current regulatory framework. The vehicle is currently being imported into Australia under the current regulatory framework.

Key Point:

1. TMCA believes there is purpose in a low volume concession of up to ~3000 cars p.a. However, current information suggests increasing monthly volumes will mean around 16k p.a.
2. TMCA will continue to notify government of policy failings

Key Concern 1: non-conformance with import concessions

a) Estima



- ✓ Toyota Estima variants eligible for import under both MVSA and RVSA
- ✓ Approved for import as Welcab or Hybrid only

FOR SALE Estima

- ✗ Seats = 7
- ✗ 2.4L petrol engine
- ✗ no Hybrid engine
- ✗ No Mobility features

Toyota Estima 2013 LOW 20000kms 3332

FINANCING CALCULATOR

Year	2013
KMS	20145 kms
Seats	7
Color	Blue Silver
Transmission	Automatic
Engine	2.4 Ltr
VIN	6U900ACR500138599

Interest rate: 6% Period: 1 month(s)

Down Payment(s):

MVSA SEVS REGISTER

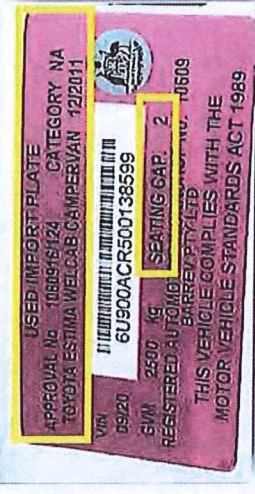
Entry No.	Vehicle Category	Vehicle Make	Vehicle Model	Model Codes	Build Date Range	
					From	To
B36/02	MA	Toyota	Estima Campervan	R50 Series	01/12/2005	Current
527/01	MA	Toyota	Estima Campervan	CR40	01/12/1999	31/01/2006
611/00	MA	Toyota	Estima Campervan	CR30	01/12/1999	31/01/2006
377/02	MA	Toyota	Estima (Campervan)	R10 Series	Jan-92	Dec-99
511/00	MA	Toyota	Estima (Campervan)	R20 Series	Jan-92	Dec-99
524/01	MA	Toyota	Estima (Campervan)	AHR10 Ser	May-01	Dec-05
B53/02	MA	Toyota	Estima Welcab Campervan	R Series	01/01/2006	Current

RVSA SEVS REGISTER

SEV#	Make	Model	Category	Model code	Variant	Variant details	Build date range	Criterion	Expiry
SEV-000058	Toyota	Estima	MA - Light Goods Vehicle	ACR30 MCR30 ACR50 ACR50 ACR55 GSR55	Welcab Variants	Welcab variants up to 5 fixed seats	2001-06-01 - Current	Mobility Criterion	2024-09-15
SEV-000059	Toyota	Estima	MA - Passenger Vehicle	ACR30 MCR30 ACR50 ACR55 GSR50 GSR55	Welcab Variants	Welcab variants only	2001-06-01 - Current	Mobility Criterion	2024-09-15
SEV-000075	Toyota	Estima	MA - Passenger Vehicle	AHR10V/AHR20W	Hybrid variants	Hybrid engine	2001-06-01 - Current	Environmental Criterion	2024-09-22

Mystery Shop check – import compliance plate

- Approved as a 'campervan' with seating capacity of 2
- ✗ Being sold as 7-seater people mover



leisurevehicles.com.au
 Retrieved: 14.04.2022



b) Alphard (Vellfire)



✓ Toyota Alphard variants eligible for import under MVSA and RVSA

✓ Approved for import as Welcab or Hybrid only

FOR SALE 2021 Alphard:
 ✗ Seats = 7
 ✗ 6cyl. 3.5L petrol engine
 ✗ No Hybrid engine
 ✗ No evidence of mobility features

FOR SALE 2010 Alphard:
 ✗ Seats = 7
 ✗ 2.4L petrol engine
 ✗ No Hybrid engine
 ✗ No evidence of mobility features

2021 Toyota Alphard 丰田阿尔法 GGH #GF02404291

Price: \$126,000
 77 km
 8 Gear Auto
 6cyl 3.5L Petrol
 Front Wheel Drive

Owner's Name: [Redacted]
 Dealer: [Redacted]

izmotors.com.au
 Retrieved: 14.04.2022

2010 TOYOTA ALPHARD 2.4L PREMIUM EDITION 7 SEATER #67743

Unibee.com.au
 Retrieved: 14.04.2022

Key Point:

1. Desktop evidence of non-compliant vehicles being imported and sold under false pretences
2. Contradiction to new RVSA rules and SEVS scheme

MVSA SEVS REGISTER

Entry No.	Vehicle Category	Vehicle Make	Vehicle Model	Model Codes		Build Date Range	
				From	To	From	To
545.01	MA	Toyota	Alphard Welcab	ATH10W	01.01.2002	31.12.2008	Current
557.01	MA	Toyota	Alphard Welcab	ANH10W	01.01.2008	Current	Current
538.03	MA	Toyota	Alphard Welcab	GGH10W	01.01.2008	Current	Current
644.03	MA	Toyota	Alphard Welcab	MNH10W	01.01.2002	31.12.2008	Current
643.01	MA	Toyota	Alphard Welcab	H10 SERIES	01.01.2002	31.12.2012	Current
008.00	MA	Toyota	Alphard Welcab	30 Series	01.01.2015	Current	Current
844.02	MA	Toyota	Alphard Hybrid	ATH20	01.02.2011	Current	Current

RVSA SEVS REGISTER

SEV #	Make	Model	Category	Model code	Variant	Variant details	Build date range	Criterion	Expiry
SEV-000150	Toyota	Alphard	MA - Passenger Vehicle	ANH10, MNH10	Welcab	Welcab variants only	2002-05-01 - 2012-12-01	Mobility Criterion	2024-12-12
SEV-000149	Toyota	Alphard	MA - Passenger Vehicle	ATH10, ATH20, ANH10	Includes Hybrid	Hybrid Engine type 252-EX, m.b.v.	2008-07-01 - Current	Environmental Criterion	2024-12-12

Key Concern 2: consumer safety

a) ANCAP safety ratings

- Lower ANCAP rated HiAce is available for import under new RVSA SEVS
 - Perverse outcome is that older generation vehicles will continue to be available after OEM's stop full volume import
 - SEVS policy contradicts government road safety messaging

MVSA SEVS REGISTER

Entry No.	Vehicle Category	Vehicle Make	Vehicle Model	Model Codes	Build Date Range	
					From	To
A11.01	MB	Toyota	Hiace	200 Series	01/01/2004	Current
B54.00	MB	Toyota	Hiace Campervan	200 Series	01/01/2004	Current
A23.01	MB	Toyota	Hiace Welcab	200 Series	01/01/2004	Current

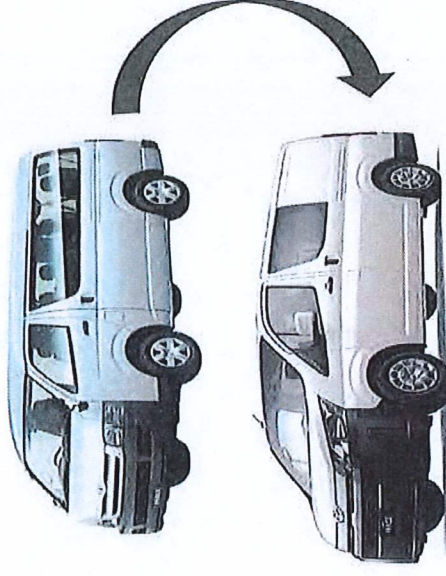
RVSA SEVS REGISTER

SEV #	Make	Model	Category	Model code	Variant	Variant details	Build date range	Criterion	Expiry
SEV-000047	Toyota	Hiace	NA - NA - Light Goods Vehicle	200 Series	welcab	Welcab variants only	1/01/2004	Mobility Criterion	15/09/2024
SEV-000037	Toyota	Hiace	IAA - IAA - Passenger Vehicle	200 Series	Campervan	Campervan variants only	1/01/2004	Campervans and Motorhomes Criterion	14/09/2024
SEV-000035	Toyota	Hiace	MD1 - MD1 - Light Omnibus	200 SERIES	welcab	Welcab variants only	1/01/2004	Mobility Criterion	14/09/2024

Key Points:

1. RVSA SEVS allows less safe vehicles to be approved for import
2. Welcab and Campervan variants only permitted, believed being sold as conventional commercial vans

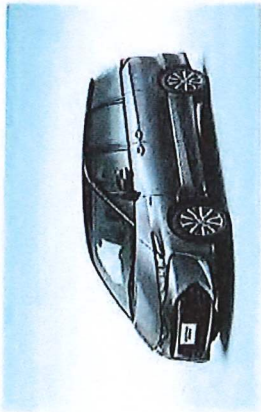
Old HiAce not 5 star ANCAP ❌



New HiAce is five star ANCAP ✓

TOYOTA

b) Vehicle recalls

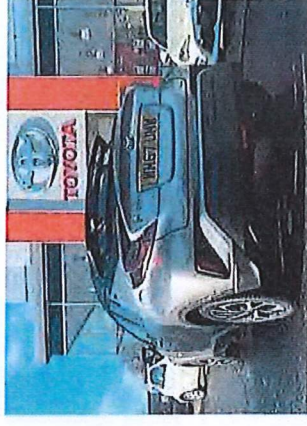


Estima HV - 06/2001 → current

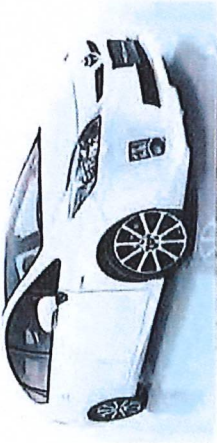
- 2 recalls issued incl:

- a. HV Electric Water Pump on Estima HV

Risk: Water pump could stop. In limited instances, a short circuit could occur resulting in a blown fuse for the electric power supply circuit - hybrid system could stop while vehicle being driven, which increases risk of accident.



Prius PHEV - 01/2012 → current



- 6 recalls issued incl:

- a. EV Fuse replacement

Risk: If fuse malfunctions, hybrid system could shut down resulting in the loss of motive power. Heightened risk of crash at higher speeds.

- b. Curtain shield air bags

Risk: Partial inflation of the curtain air bag, with risk in limited circumstances, of the inflator entering interior of the vehicle. Increased risk of passenger injury.

C-HR HV - 11/2016 → 09/2019

- 8 recalls issued incl:

- a. Rear axle hub bearing assemblies replacements

Risk: Bolt(s) retaining rear axle hub bearing could become loose and eventually detach. Causing brake damage or rear wheel(s) to detach. Loss of brake performance, or vehicle stability, could increase risk of crash.

Key Point:

How will government manage safety recalls and mitigate safety risks to consumer on importation and then throughout life of the vehicle in the market.

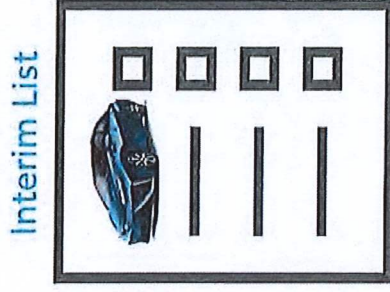
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C) Advanced technologies – Mirai FCEV

- March 2020: First Gen Mirai was added to Interim SEVS list by third party → eligible for import under Interim Arrangement rules active to 1 July 2023

Safety and testing concerns:

1. Recalls for Overseas Model
2. Vehicle has not met ADR requirements
3. Refuelling and servicing infrastructure
 - Unique requirements currently unavailable in Australia → without the correct technical and service support, there is increased risk to consumer
 - If issues arise, only OEMs will be able to assist – SEV scheme importers lack vehicle know how. Even Toyota Australia may not have knowledge to manage models intended for overseas markets
 - FCEV still new technology – inclusion on SEVS register poses reputational risk for technology if market failure

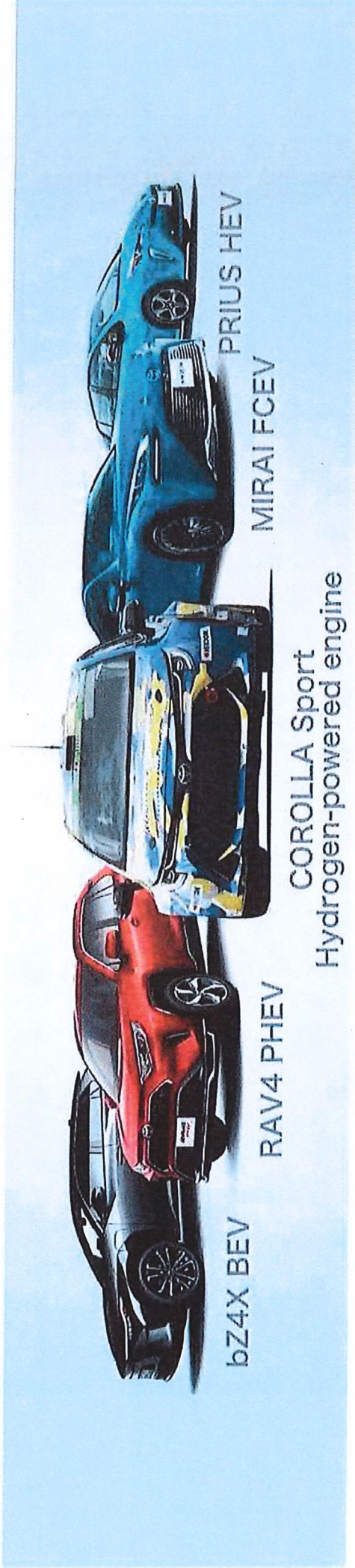


Key Points:

1. 1st Gen Mirai can be imported to Australia by parallel import companies
2. OEM in best position to bring advanced technology to market

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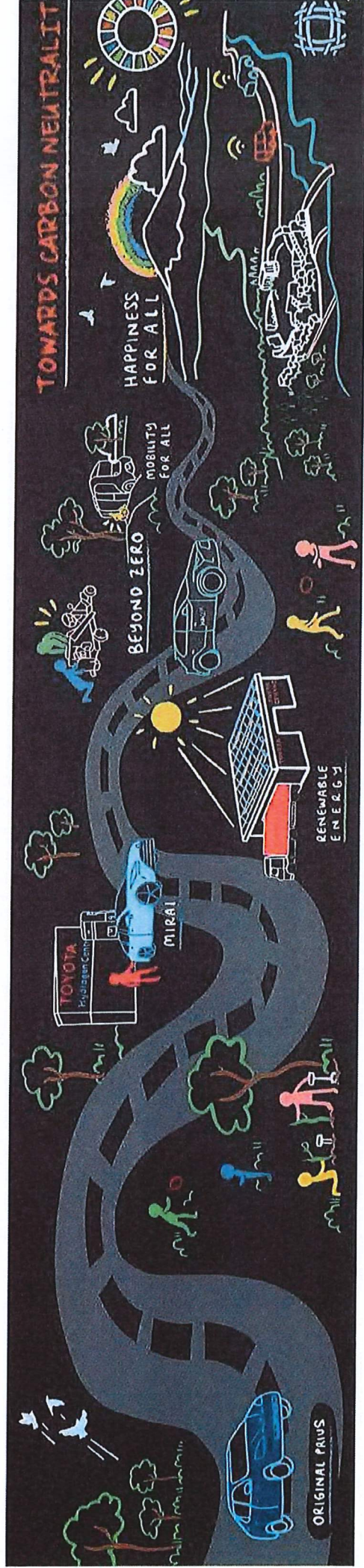


Thank You

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Toyota Australia's Electrification Pathway

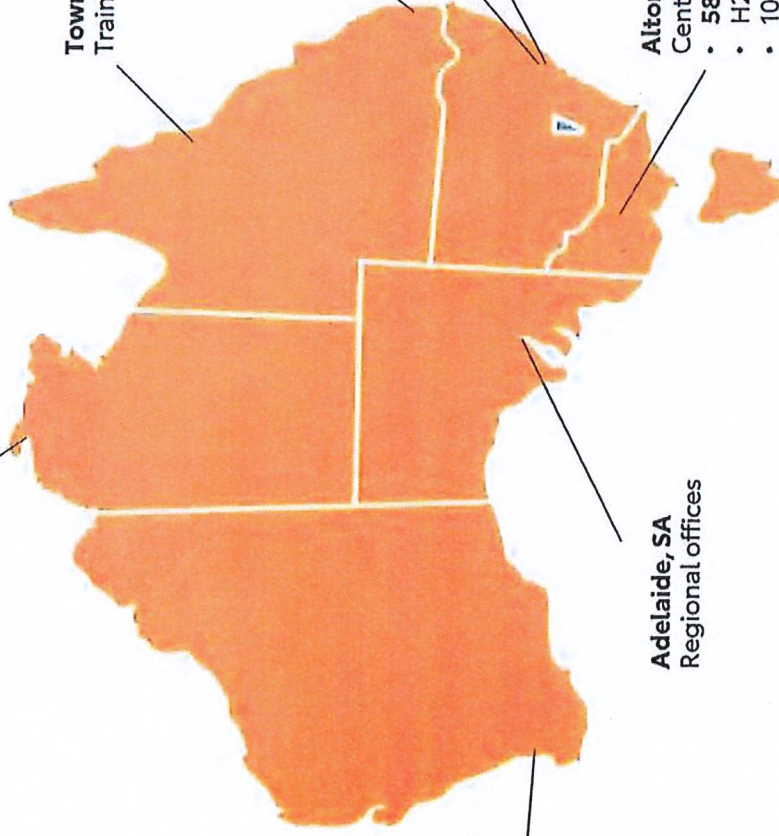
Energy and Mobility Landscape

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Toyota Australia Energy

QLD total:	51kW
NSW total:	780kWp
VIC total:	587kW
Net solar:	1.4MW + 3MW pending

Darwin, NT
Regional offices & parts centre



Townsville, QLD
Training facilities

Brisbane, QLD
Regional offices & parts centre
• 51kW solar array

Sydney, NSW
Regional office

Kewdale, WA
Regional offices & parts centre – independent distributor



Kemps Creek, NSW
Parts Centre
• 775kW solar array
• H2 generation & refueller for forklifts

Adelaide, SA
Regional offices

Altona, VIC
Centre of Excellence
• 587kW solar array (+ 3MW pending)
• H2 generation & refueller
• 100kW Battery storage
• BEV recharging infrastructure

• 19 on-site charge points

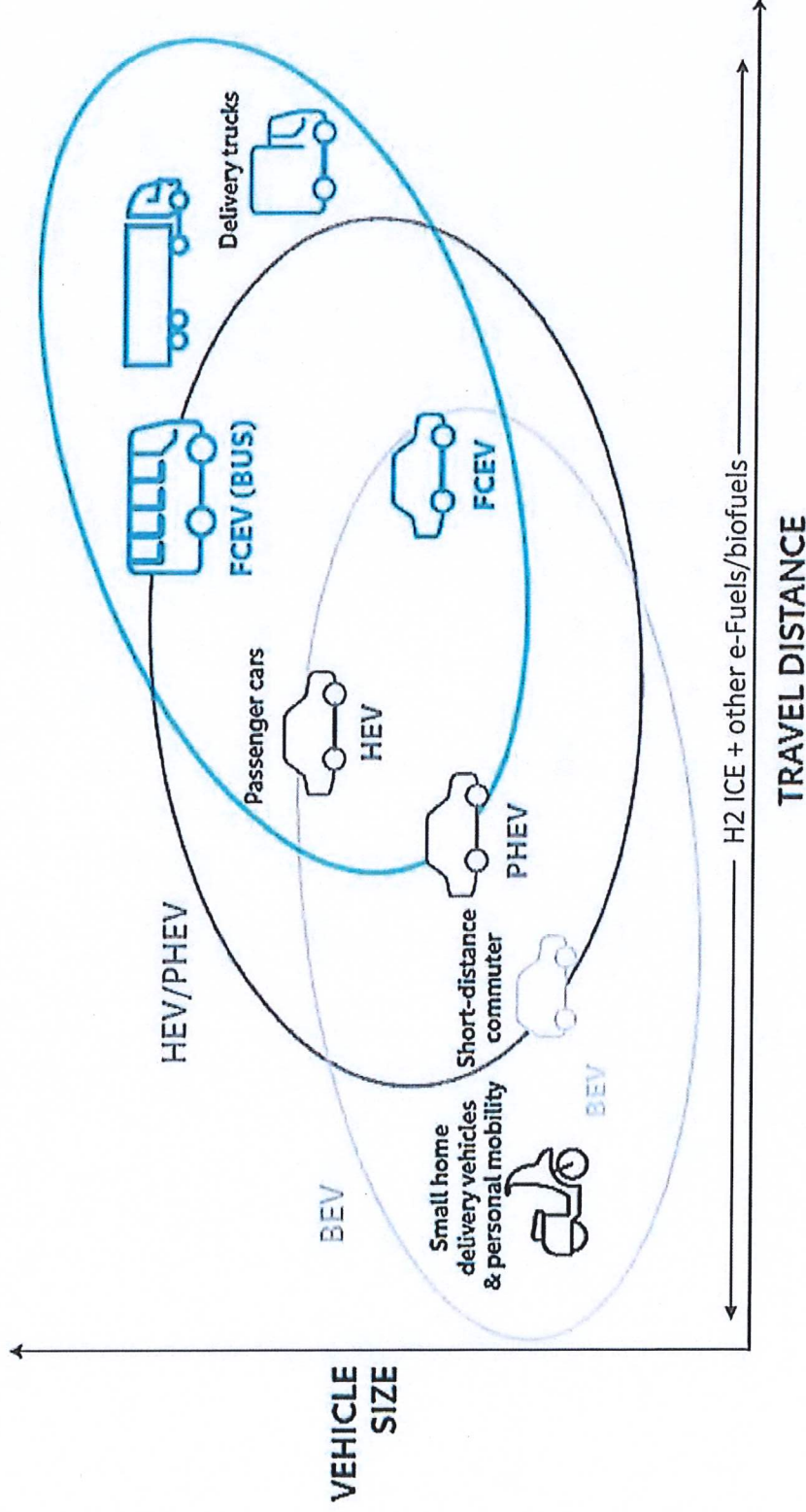




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Electrification and Mobility

Mobility with reduced CO2 is the goal and Toyota continues to explore options to ensure no-one left behind



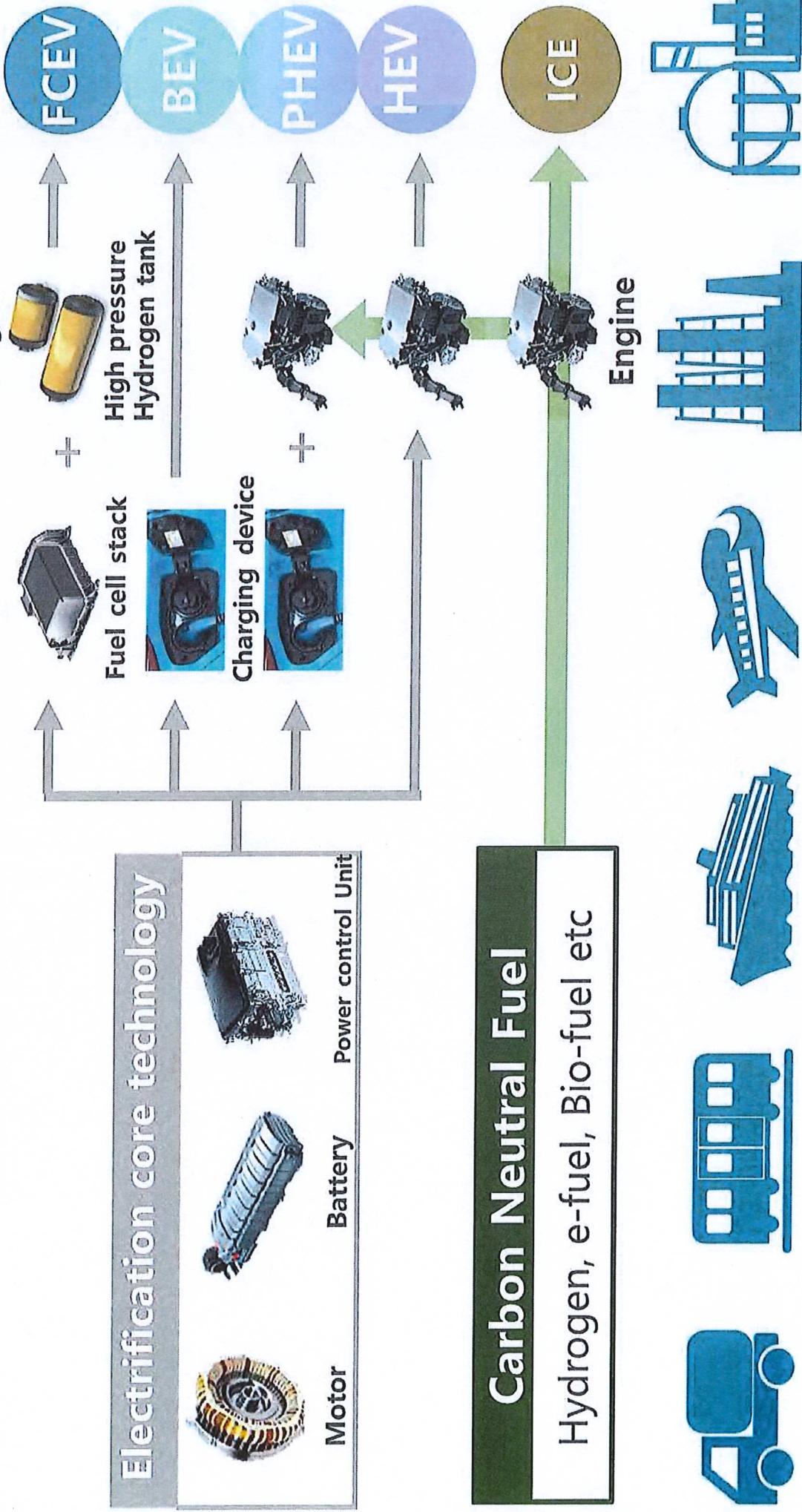
BEV: Short-distance; HEV & PHEV: Wide-use; FCEV: Medium-to-long distance

© 2021 Toyota Motor Corporation Australia Limited

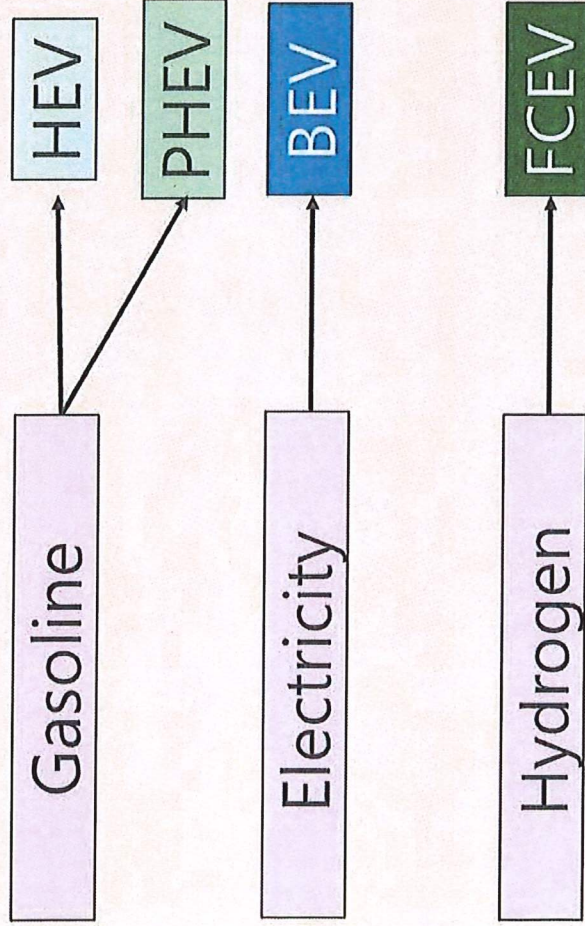


Technologies for Carbon neutrality

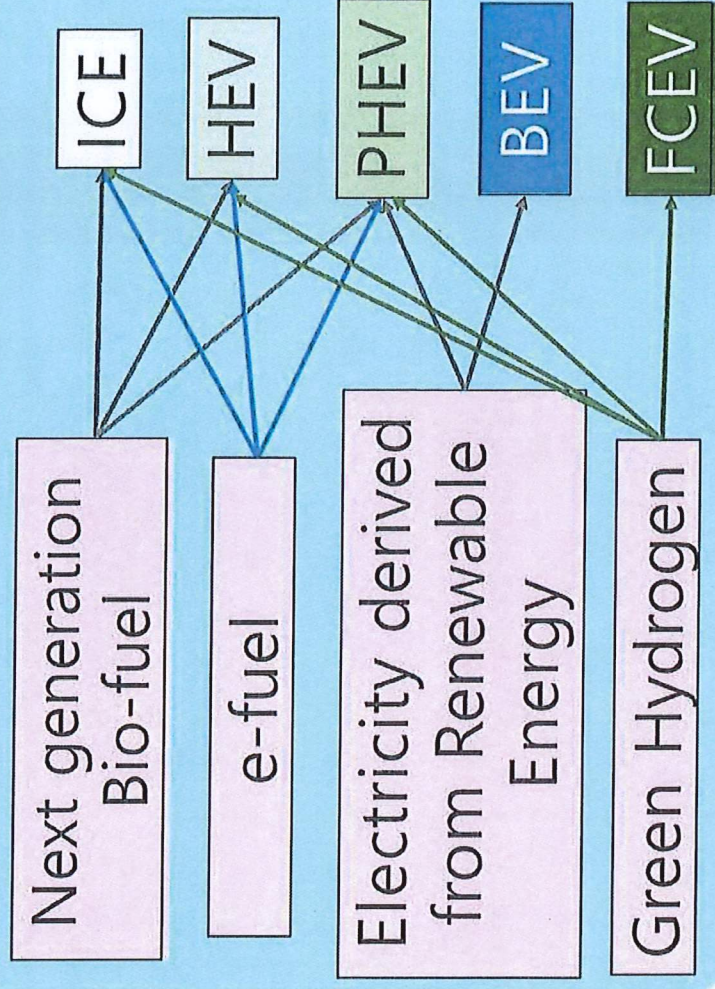
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Carbon-Reducing Vehicles



Carbon-Neutral Vehicles



Clean Energy is necessary for Carbon-neutral Vehicles



Battery Electric Vehicles – Globally 30 New Models by 2030



“... growing investment of 4 trillion yen (USD 29.2 billion) for BEVs, including 2 trillion yen (USD 14.6 billion) for batteries”

- Akio Toyoda

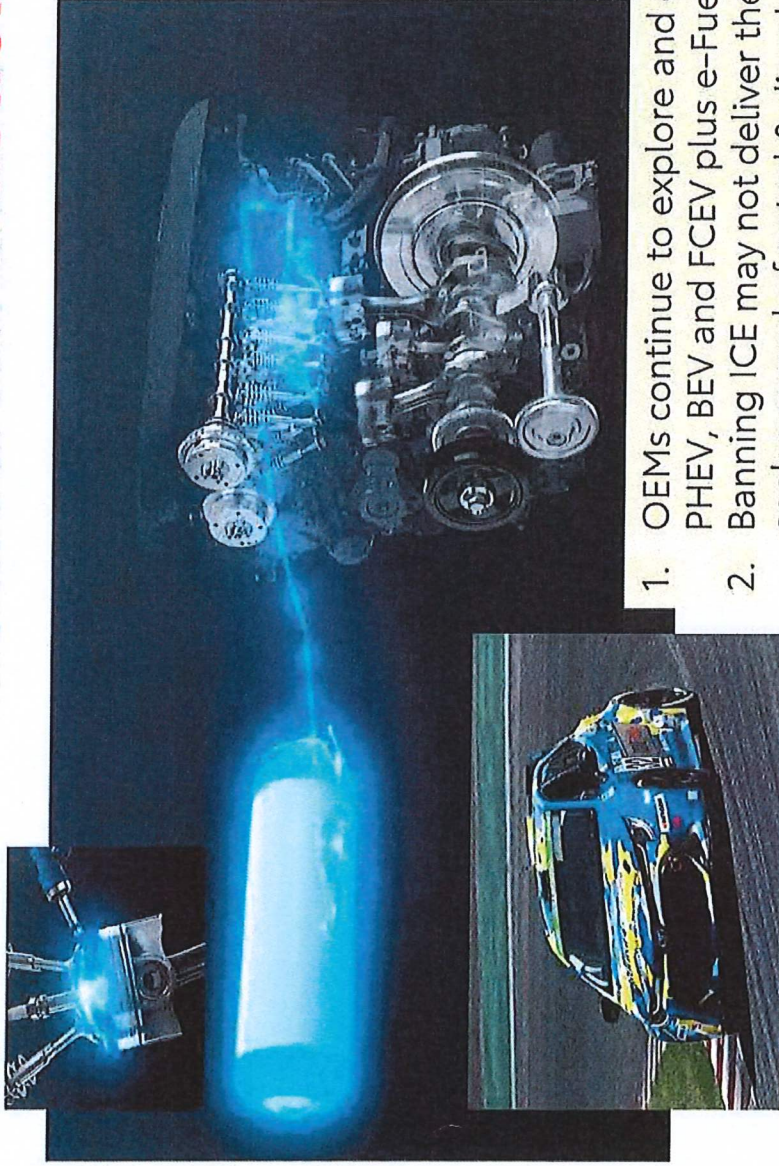
PHEV's = Since 2013, Toyota Australia has trialled PHEV Prius with government/industry and recently explored Prius Prime with fleets/others
BEV = bZ4x will arrive early 2023







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TOYOTA

Hydrogen and Carbon Neutral Fuel Internal Combustion Engines





1) Participating in races using carbon-neutral fuels

  Mazda MAZDA	  Subaru and Toyota TOYOTA
Taking on the challenge of racing using a 1.5-liter SKYACTIV-D engine fueled with next-generation biodiesel	
Taking on the challenge of racing in the Super Taikyu Series next year using biomass-derived synthetic fuel	

2) Exploring the use of hydrogen engines in two-wheeled and other vehicles

  Kawasaki Heavy Industries and Yamaha Motor	 YAMAHA
Initiating consideration of the possibility of joint research on hydrogen engine development	

3) Continuing to race using hydrogen engines


 Toyota and Yamaha Motor TOYOTA YAMAHA	
Entering a hydrogen-engine vehicle in the Super Taikyu Race in Okayama	

1. OEMs continue to explore and expand options – HEV, PHEV, BEV and FCEV plus e-Fuel/biofuels
2. Banning ICE may not deliver the desired outcome – seek removal of petrol & diesel
3. Some solutions under study e.g. H2 burning ICE, may provide future options for retrofit to vehicles in market

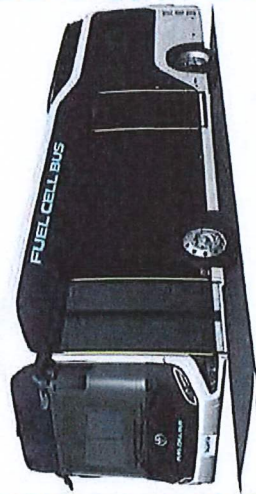
Fuel Cell Electric Vehicle and Mobility Applications*

Fuel Cell Technology Already in Australia

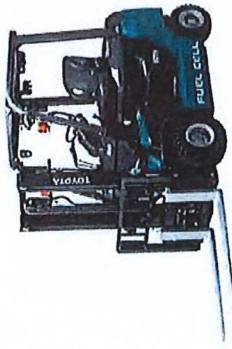
Trial





Mirai Passenger vehicle



Caetano Bus



Forklift

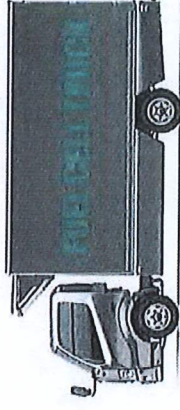
Vertical (Type I)	Horizontal (Type II)
	

Fuel Cell Module

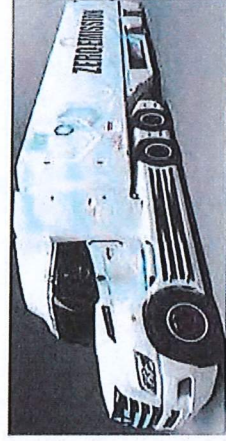
Toyota Group Companies Global Hydrogen Development



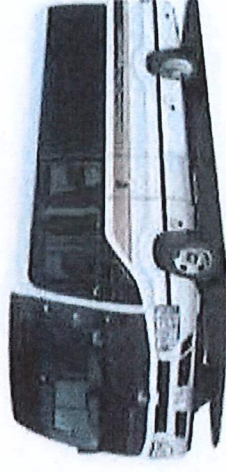
HiAce Van



Light-duty Trucks



Hino Heavy-Duty Trucks



Coaster Bus

1. Requires further expansion in availability/convenience of refuelling infrastructure
2. Other markets taking approaches suited to their market conditions/needs
3. Provides option for disaster recovery and relief

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Toyota Australia planning 'Mirai Challenge' for September 2022
Will include display of several new vehicles and power generation unit

●●●○ Confidential

Toyota EV Conversions - LC70 BEV Australian Trial



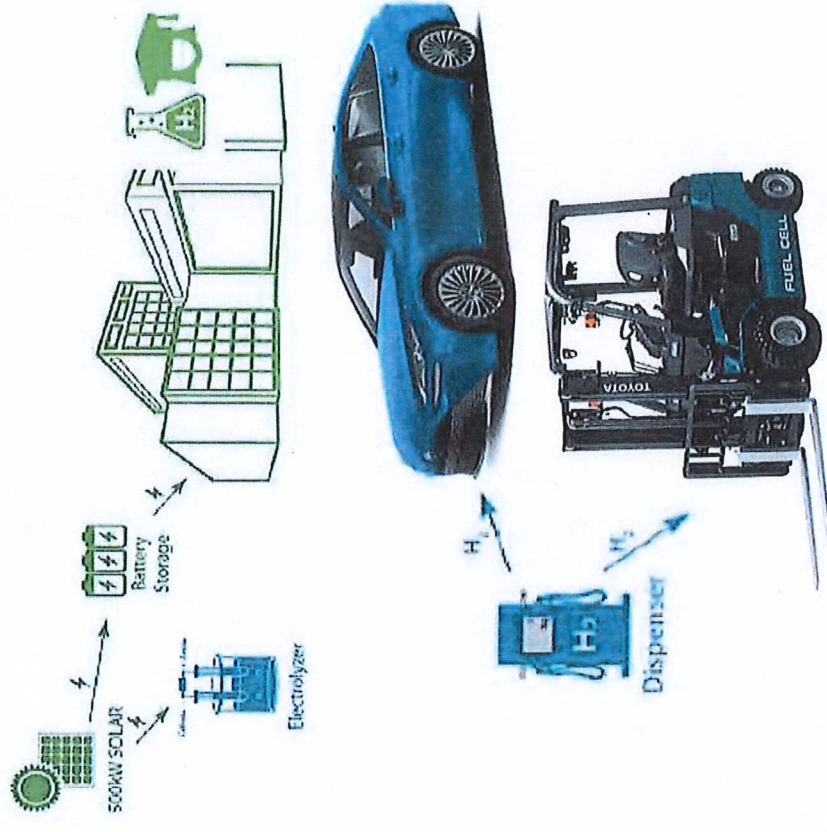
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Toyota Australia Hydrogen Centre



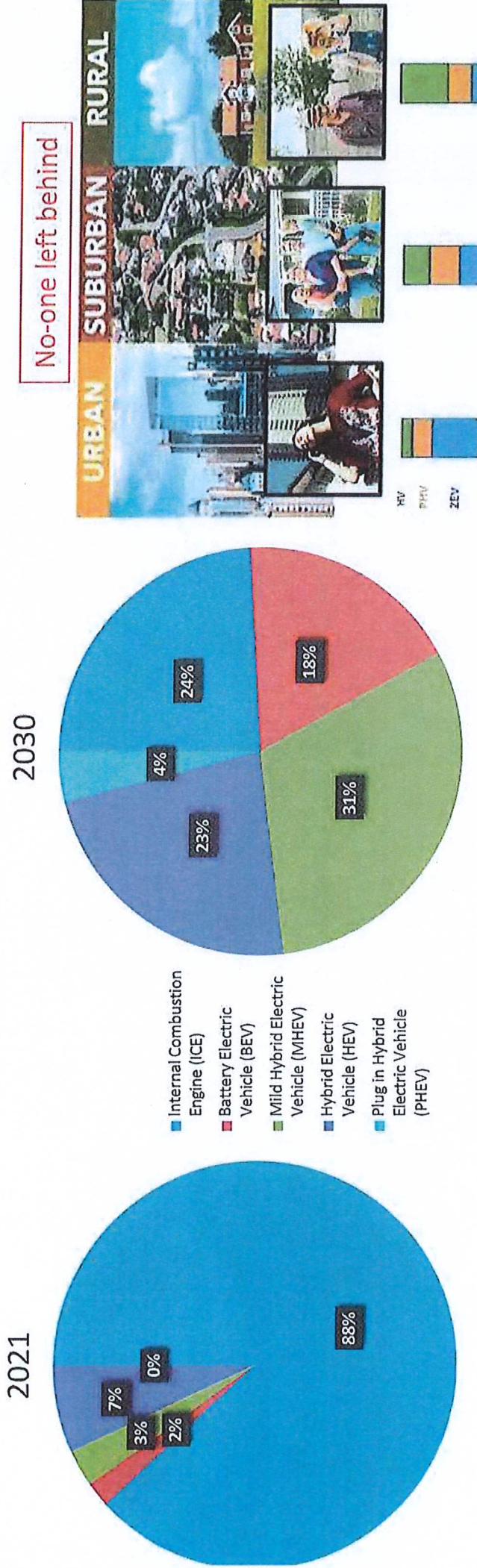
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Australian Market Powertrain Projection



Source: S&P Global, commissioned by FCAI

1. Solutions needed to support volume segments of the Australian market across a broad range of use conditions /needs
2. Reasonable mandated CO2 targets help with product allocation vs. other countries with mandated CO2 target



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Thank You

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