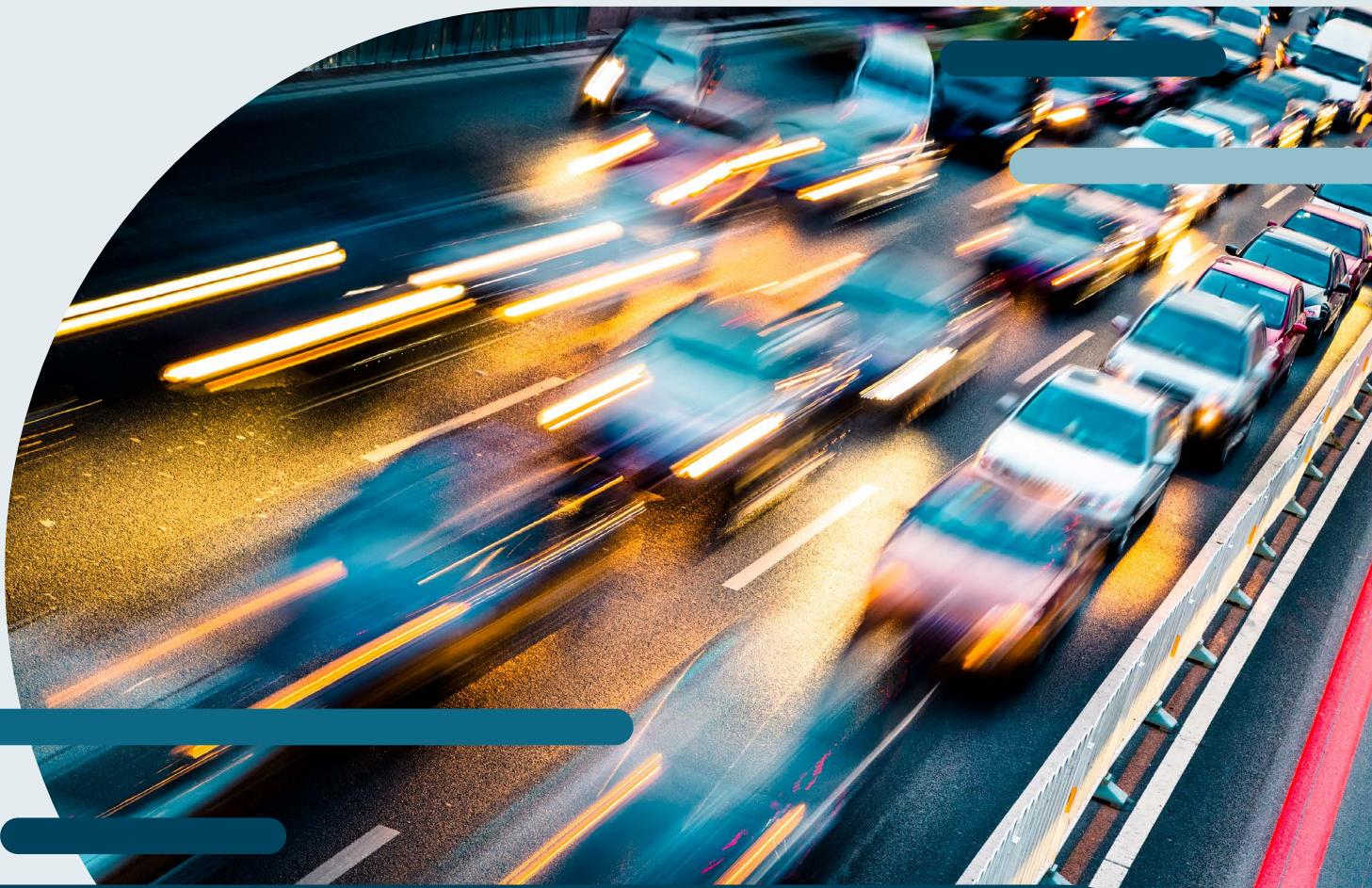




Australian Government

**NVES**

New Vehicle Efficiency  
Standard Regulator



## About the NVES and the NVES Regulator

Empowering industry, safeguarding integrity and driving  
transparency towards a net-zero emissions future

[nvesregulator.gov.au](http://nvesregulator.gov.au)

© Commonwealth of Australia 2025

#### **Ownership of intellectual property rights in this publication**

Unless otherwise noted, copyright (and any other intellectual property rights, if any) in this publication is owned by the Commonwealth of Australia (referred to below as the Commonwealth).

#### **Disclaimer**

The material contained in this publication is made available on the understanding that the Commonwealth is not providing professional advice, and that users exercise their own skill and care with respect to its use and seek independent advice if necessary.

The Commonwealth makes no representations or warranties as to the contents or accuracy of the information contained in this publication. To the extent permitted by law, the Commonwealth disclaims liability to any person or organisation in respect of anything done, or omitted to be done, in reliance upon information contained in this publication.

#### **Creative Commons licence**



With the exception of (a) the Coat of Arms; (b) the Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts photos and graphics; (c) content supplied by third parties; (d) content otherwise labelled; copyright in this publication is licensed under a Creative Commons BY Attribution 4.0 International Licence.

#### **Use of the Coat of Arms**

The Department of the Prime Minister and Cabinet (PM&C) sets the terms under which the Coat of Arms is used. Please refer to the [Commonwealth Coat of Arms Information and Guidelines | PM&C](#).

#### **Contact us**

This publication is available in PDF format. All other rights are reserved, including in relation to any departmental logos or trade marks which may exist. For enquiries regarding the licence and any use of this publication, please contact:

Email: [NVESRegulator@infrastructure.gov.au](mailto:NVESRegulator@infrastructure.gov.au)

Website: [www.nvesregulator.gov.au](http://www.nvesregulator.gov.au)

# Table of Contents

Foreword from the NVES Regulator	1
About this document	2
More information and ways to stay up-to-date	2
Summary	3
What the NVES means for consumers and regulated entities	4
Consumers	4
Regulated entities	4
Key dates from 2025 to 2029	6
<b>Chapter 1</b> About the NVES and its regulator	9
What is the New Vehicle Efficiency Standard?	9
About the regulator	11
<b>Chapter 2</b> Compliance with the NVES and what regulated entities must do	15
Who is regulated	15
Who is not regulated	15
What a regulated entity must do to comply	16
What are the NVES emissions values?	18
Our approach to compliance	19
What does this look like across the NVES lifecycle?	20
<b>Chapter 3</b> Calculating emissions values, issuing units and trading	23
Calculating interim emissions values	23
How infringement notices and penalties are applied	28
How units are traded	29
<b>Chapter 4</b> Online systems	33
ROVER	34
The Register of Approved Vehicles (RAV)	34
NVES Portal	35
Roles and access in the NVES Portal	36
NVES Unit Registry	37
NVES Unit Registry permissions	37
Opening an NVES Unit Registry account	38

“

**We work to empower  
industry, safeguard  
integrity and drive  
transparency to reduce  
car emissions and deliver  
a more fuel-efficient  
future for Australia.**



# Foreword from the NVES Regulator

**As the New Vehicle Efficiency Standard (NVES)  
Regulator it is our job to keep the car industry on the road  
to success for consumers and our environment.**

We work to empower industry, safeguard integrity and drive transparency to reduce car emissions and deliver a more fuel-efficient future for Australia.

My role as the NVES Regulator is to oversee daily operations and to make sure we are trusted and credible, informative and engaging with you. This means making sure everyone can understand what needs to be done and by whom.

This publication will support you to understand why we exist and how we regulate carbon dioxide (CO<sub>2</sub>) emissions from new passenger cars and light commercial vehicles to deliver better outcomes for Australians.

We would like to take this opportunity to express our gratitude to industry practitioners who have collaborated and worked with us to date. We would not have achieved our current position without the support and dedication they have shown. We hold great respect for you and look forward to working together to implement the NVES in years to come.

A handwritten signature in black ink, appearing to read "Karen Najjar".

**Karen Najjar**  
Assistant Secretary – NVES Regulator

# About this document

**We have developed this document to provide people with information on why the New Vehicle Efficiency Standard (NVES) Regulator exists, how the NVES works and how we regulate it. It is divided into 4 chapters:**

---

**Chapter 1** About the NVES and its regulator

---

**Chapter 2** Compliance and what regulated entities must do

---

**Chapter 3** Calculating emissions values, issuing units and trading

---

**Chapter 4** Online systems

---

For the purposes of this document the:

- NVES Regulator will be referred to as *the NVES Regulator, the Regulator, we or our*.
- New Vehicle Efficiency Standard will be referred to as *NVES*.
- Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts (DITRDCSA) will be referred to as *the department*.
- **New Vehicle Efficiency Standard Act 2024** will be referred to as the NVES Act.
- Regulated entities will be referred to as *entities* or *an entity*.
  - They are car manufacturers and suppliers who hold a vehicle type approval.
- Carbon dioxide will be referred to as *CO<sub>2</sub>*.
- Carbon dioxide emissions targets will be referred to as *emissions targets*.

## More information and ways to stay up-to-date

- Visit the NVES Regulator website.
- Subscribe to our monthly newsletter.
- Follow us on LinkedIn.
- Watch our YouTube playlist.
- Email us at NVESRegulator@infrastructure.gov.au if you have questions or feedback.

# Summary

**As the NVES Regulator, our role is to deliver a more fuel-efficient future for Australia. We work to drive transparency, build trust, safeguard integrity and empower industry in line with the NVES Act.**

The NVES Regulator is a dedicated regulatory branch within the department.

The NVES Act sets carbon dioxide (CO<sub>2</sub>) emissions targets (emissions targets) from 1 July 2025 for new cars entering the Australian market. This is measured in grams of CO<sub>2</sub> per kilometer (g/km). They are:

- New light passenger cars, such as sedans and sport utility vehicles (SUVs)
- Light commercial vehicles, such as utility vehicles (utes) and vans under 4.5 tonnes gross vehicle mass (GVM).

We engage with regulated entities to help them understand their obligations and duties under the NVES Act to meet lower emissions targets by supplying more fuel-efficient cars to the market, whether they are petrol, diesel, hybrid, electric or other emerging fuel types.

The NVES Act aims to:

- Reduce CO<sub>2</sub> emissions from vehicles.
- Build a more sustainable and vibrant car market.
- Provide Australian consumers with more choice of low-emissions vehicles.
- Improve Australia's fuel security.
- Save Australians money at the bowser and in yearly maintenance.
- Improve air quality for all Australians.

We will continue engaging with industry to improve fuel-efficiency across Australia's car market.



# What the NVES means for consumers and regulated entities

## Consumers

As a consumer, you will have more choice of new fuel-efficient, low or zero emission vehicles. The NVES encourages car manufacturers and suppliers to bring in more fuel-efficient vehicles into Australia, including petrol, diesel, hybrid, electric and other emerging fuel types.

The NVES does not apply to all new vehicles sold in Australia from 1 July 2025. It applies to light passenger vehicles such as SUVs and sedans, and light commercial vehicles such as utes and vans under 4.5 tonnes GVM.

Over time, these vehicles will also become available in the second-hand market, where 70% of Australians buy their cars. This means a growing number of Australians will have access to cheaper-to-run cars and savings at the petrol pump.

The NVES will not stop you from buying a vehicle that can carry cargo, tow a trailer or boat, or go off-road (for example, a ute or four-wheel drive). In other countries with similar standards these types of vehicles remain widely available and a popular choice for consumers. They are becoming more fuel-efficient and environmentally friendly as technology improves.

## Regulated entities

You are a regulated entity if you are a car manufacturer, supplier or importer that holds a vehicle type approval for a covered vehicle and enters it on the [Register of Approved Vehicles \(RAV\)](#) for the first time. As a regulated entity supplying a new vehicle to the Australian market, you will have a set average CO<sub>2</sub> emissions target to meet or beat each year for new passenger and light commercial vehicles (up to 4.5 tonnes GVM, unless currently exempt) coming to Australia.

Over time, the emissions target is lowered. To continue to meet or beat the target, you are encouraged to offer more fuel-efficient, low and zero emissions vehicles to consumers.

You will have flexibility in achieving your emissions target by being able to trade units through the NVES Unit Registry. If you supply low-emission vehicles and beat the emissions target, you will earn units, creating an incentive to continue offering fuel-efficient options. These units provide opportunities for you to manage your emissions performance strategically. For example, you can trade or purchase units from other entities to meet your compliance needs in different years. You can also trade surplus units or hold them for future use, depending on your business strategy.

## Key milestones and responsibilities for regulated entities for the 2025 performance period:

<b>2025</b>	<b>1 JULY 2025</b> › 2025 performance period begins   › 4 NVES data fields mandatory on the RAV
<b>2025</b>	<b>31 DECEMBER 2025</b> › 2025 performance period ends
<b>2026</b>	<b>1 JANUARY 2026</b> › 2026 performance period begins
<b>2026</b>	<b>FEBRUARY 2026</b> › 2025 interim emissions Value (IEV) issued   › 2025 units issued   › 2025 IEVs and unit holdings published
<b>2027</b>	<b>31 DECEMBER 2027</b> › Last day to extinguish units against 2025 final emissions value (FEV)
<b>2028</b>	<b>FEBRUARY 2028</b> › 2025 FEV issued   › Infringement notices issued if required
<b>2028–29</b>	<b>WITHIN 28 DAYS AFTER INFRINGEMENT NOTICE ISSUED</b> › Payment of penalty amount due
<b>2029</b>	<b>FEBRUARY 2029</b> › 2025 units expire

# Key dates from 2025 to 2029

**The following outlines key dates regulated entities should understand for each performance period from 2025 to 2029.**

## 2025

**1 July 2025**

**The 2025 performance period begins.**

This performance period is from 1 July 2025 to 31 December 2025.

**From September 2025**

Entities will be able to access the NVES Portal and create an NVES Unit Registry account.

**31 December 2025**

**The 2025 performance period ends.**

## 2026

**1 January 2026**

**The 2026 performance period begins.**

This performance period is from 1 January 2026 to 31 December 2026.

**February 2026**

Entities will receive their interim emissions value (IEV) for the 2025 performance period and any NVES units.

This is the first-year units are issued.

Publication of 2025 IEVs and NVES unit holdings.

**31 December 2026**

**The 2026 performance period ends.**

This performance period is from 1 January 2026 to 31 December 2026.



**Compliance with the NVES is mandatory**

## Key dates from 2027 to 2029 (continued)



### 2027

#### 1 January 2027

**The 2027 performance period begins.**

This performance period is from 1 January 2027 to 31 December 2027.

#### February 2027

Entities will receive their IEV for the 2026 performance period and any NVES units will be issued.

Publication of 2026 IEVs and unit holdings published.

#### 31 December 2027

**The 2027 performance period ends.**

This is the last day to extinguish units against a 2025 final emissions value (FEV).

### 2028

#### 1 January 2028

**The 2028 performance period begins.**

This performance period is from 1 January 2028 to 31 December 2028.

#### February 2028

Entities will receive their IEV for the 2027 performance period and NVES units will be issued.

The FEVs for 2025 are determined and infringement notices issued where required.

### 2029

#### 1 January 2029

**The 2028 performance period begins.**

This performance period is from 1 January 2029 to 31 December 2029.

#### February 2029

Entities will receive their IEV for the 2028 performance period and NVES units will be issued.

#### 31 December 2029

**The 2029 performance period ends.**

“

**We are working towards a more sustainable future. To do this, the Australian Government introduced the NVES to encourage more low emissions vehicles on Australian roads.**

# Chapter 1 About the NVES and its regulator

## What is the New Vehicle Efficiency Standard?

We are working towards a more sustainable future. To do this, the Australian Government introduced the NVES to encourage more low emissions vehicles on Australian roads.

The NVES came into effect on 1 January 2025, with compliance starting from 1 July 2025.

Established under the NVES Act, it sets emissions targets (measured in grams per kilometer) for new light passenger cars and light commercial vehicles, such as utes and vans, up to 4.5 tonnes GVM entering the Australian market from 1 July 2025.

Regulated entities must comply with the NVES Act, this covers the set emissions targets for all new vehicles they bring into Australia, which they must meet or beat.

Entities who have not met the target can:

- Supply more fuel-efficient, low or zero emission vehicles over the subsequent performance period.
- Purchase NVES units from other NVES entities to offset their emissions values.

If an entity has failed to meet or beat the requirement within 2 years, they are liable to pay a penalty.

Over time, the emissions target is lowered. To continue to meet or beat the target, entities must provide more fuel-efficient, low or zero emissions vehicles across their fleet year on year.

Entities can still sell any vehicle type they choose, including SUVs, sedans, 4WDs, utes and vans, but they'll need to sell more efficient models to offset any less efficient models.

## Why the NVES was introduced

Australia is committed to net-zero emissions by 2050, as part of our obligations under the [Kyoto Protocol](#) and the [Paris Agreement](#). In June 2024, transport accounted for 22.4% of emissions in Australia, with light vehicles contributing 71% of transport emissions. The NVES will help Australia to achieve its net-zero objective by 2050. The [Department of Climate Change, Energy, Environment and Water Annual Climate Change Statement 2024](#) has more information.

As covered in the department's [NVES Impact Analysis 2024](#), the NVES aims to deliver Australians around \$95 billion in fuel savings, \$5 billion in health savings, and improved fuel security by 2050. Australians who are in the market for a new car will also have a greater choice of cars which are more fuel-efficient and better for the environment. Over 85% of the global car market has a fuel efficiency standard in place, including the European Union, New Zealand, China, India and Japan.



## Legislation

The NVES Act outlines the responsibilities of the NVES Regulator and details all compliance requirements for regulated entities.

The [New Vehicle Efficiency Standard Determination 2024](#) specifies the types of vehicles currently exempt.

The NVES Rules will provide practical information about how the Act operates. These are still under development, and we will publish them to our website once in place.

The NVES Act and operation of the NVES Regulator is supported by additional legislation, including:

- To be compliant with the NVES Act entities must enter data on the Register of Approved Vehicles (RAV) under the [Road Vehicle Standards Act 2018](#) (RVSA).
- More information on the RVSA and its rules and determinations can be found on the [department's website](#).

There are also a number of Australian Design Rules made under the RVSA that are relevant to the NVES, specifically:

- [Vehicle Standard \(Australian Design Rule – Definitions and Vehicle Categories\) 2005](#) which contains the vehicle categories used in the NVES Act
- [Vehicle Standard \(Australian Design Rule 81/02 – Fuel Consumption Labelling for Light Vehicles\) 2008](#) which provides the methodology for the vehicle emissions values used in the NVES.

The department oversees the NVES Act. Read the [policy intent on the department's website](#).

All NVES legislation and instruments are available on [legislation.gov.au](#).

## About the regulator

Our role is to educate entities on what they need to do to comply with the NVES Act. It is also our role to enforce compliance by using our regulatory powers as prescribed.

We conduct multiple activities to support and enable voluntary compliance.

### NVES regulatory activities



**Watch this video to learn  
more about us, what we  
do and who we are.**



Our actions support the Australian Government's broader objectives and follow best-practice regulatory principles, these are covered in the Department of Finance's [Regulator Performance \(RMG 128\)](#).

We are responsible for calculating and reporting the interim emissions values (IEV) and final emissions values (FEV) for entities. These values show whether entities have met their requirements under the NVES Act.

To do this effectively we concentrate on 4 main actions:

1. Guiding and supporting entities to manage their obligations.
2. Encouraging compliance and taking appropriate enforcement action.
3. Collecting data from industry and publicly sharing information about industry performance.
4. Managing the NVES Unit Registry.

These are upheld by our 3 core principles outlined in the below diagram.

Clear and regular communication helps us work closely with entities, making sure they understand their obligations.

### **NVES core principles**



## Powers

The NVES Regulator can exercise regulatory powers as set out in the **Regulatory Powers (Standard Provisions) Act 2014**. The functions and powers include:

- Monitoring powers, which can be used to monitor compliance with provisions of an Act and to monitor whether information given to the Commonwealth is correct.
- Investigation powers, which can be used to gather material that relates to the infringement of an offence or civil penalty provision.
- The power to apply to a court for civil penalty orders and injunctions.
- The power to issue infringement notices.
- The power to accept and seek enforcement of undertakings relating to compliance with legislative provisions.

## Responsibilities

There are 3 key roles and responsibilities relevant to the management and enforcement of the NVES. They are:

### Minister for Transport

The Minister has set emissions targets for 2025 to 2029. These emissions targets are lowered each year (see page 18). The Minister is also responsible for overseeing the administration of the NVES Act. This includes making legislative determinations, amendments and instruments.

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

The department manages the NVES Act by providing policy guidance, engaging stakeholders, reviewing regulator performance, and reporting on emissions.

The NVES Regulator operates within the department.

### NVES Regulator

The NVES Regulator ensures compliance with the NVES Act by monitoring performance, engaging with stakeholders, collecting data, reporting on compliance, and issuing infringement notices or penalties when required and establishing and maintaining the NVES Unit Registry.

The Assistant Secretary of the NVES Regulator oversees the day-to-day operations of the NVES Regulator.



# Chapter 2 Compliance with the NVES and what regulated entities must do

## Who is regulated

You are a regulated entity if you are a car manufacturer, supplier or importer that holds a vehicle type approval for a covered vehicle and enters it on the RAV for the first time. A vehicle type approval holder is the individual or company granted permission to provide a specific type of vehicle to the market as per the RVSA.

## Who is not regulated

You are not a regulated entity if you:

- Only supply vehicles as a second stage manufacturer.
- Only supply vehicles under the concessional RAV entry pathway.
- Only supply vehicles with a GVM greater than 4.5 tonnes.
- Supply vehicles within a vehicle category that is not covered by the NVES (for example, motorbikes, small omnibuses, tractors).
- Sell or distribute new or used vehicles but are not a vehicle type approval holder (for example, dealerships).
- Are an Australian consumer purchasing a new or used vehicle.



**You are a regulated entity if you are a car manufacturer, supplier or importer that holds a vehicle type approval for a covered vehicle and enters it on the RAV for the first time.**

## Which vehicles the NVES applies to

Under the NVES Act, vehicles are classified under 2 types:

- Type 1 vehicles are new light passenger vehicles such as cars, SUVs or light off-road vehicles.
- Type 2 vehicles are new light commercial vehicles such as utes or vans and heavy off-road vehicles, up to 4.5 tonnes.

### Type 1 vehicles



- MA category vehicles (passenger car).
- MB category vehicles (forward control passenger vehicle).
- A light off-road passenger vehicle (MC category).
- A road vehicle determined to have type 1 vehicle status in an instrument in force under section 29 of the NVES Act.

### Type 2 vehicles



- NA (light goods vehicle) vehicle category.
- NB1 vehicle subcategory of the NB (medium goods vehicle) vehicle category.
- A heavy off-road passenger vehicle (MC category) as defined in section 15 of the NVES Act.
- A road vehicle determined to have type 2 vehicle status in an instrument in force under section 29 of the NVES Act.

Type 1 and Type 2 vehicles are also known as 'covered vehicles' in the NVES Act.

Type 1 and Type 2 vehicles are defined at section 13 and 14 of the NVES Act. This includes passenger (MA, MB or MC category vehicle) or light commercial (NA or NB category) vehicles up to 4.5 tonnes GVM.

The [New Vehicle Efficiency Standard Determination 2024](#) specifies the types of vehicles currently exempt.

## What a regulated entity must do to comply

### Submit NVES data

Entry on the RAV is an administrative step that must be completed by all vehicle type approval holders before they provide an approved road vehicle to the Australian market for the first time.

Entries for covered vehicles must include NVES-specific data. Under the RVSA, entities must make sure all data, including NVES-specific data entered on the RAV is true and correct.

#### Option 1 Email the CSV or XML file to [RAV.Submissions@infrastructure.gov.au](mailto:RAV.Submissions@infrastructure.gov.au)

#### Option 2 Upload a CSV or XML file in ROVER

#### Option 3 Enter RAV information to the form in ROVER

Further information can be found in the [Guide to the Register of Approved Vehicles](#).

### What NVES data must be entered?

1. **NVES vehicle type:** the type of vehicle as defined in division 2 of the NVES Act.
2. **Carbon dioxide (CO<sub>2</sub>) emissions:** the vehicle's carbon dioxide emissions measured in grams of carbon dioxide per kilometre. It is calculated based on the national road vehicle standard that applies to the vehicle.
3. **Mass in running order (MIRO):** the mass of the vehicle in kilograms, including all fluids, standard equipment and 75 kg for the mass of the driver.
  - If a vehicle is entered on the RAV as a chassis-cab with no bodywork fitted, the vehicle's mass in running order is either the:
  - highest MIRO value declared in the supporting information underpinning the CO<sub>2</sub> emissions value declared for the chassis-cab by the manufacturer
  - MIRO of the chassis-cab without bodywork fitted plus the average mass of the bodywork options offered for fitment to the vehicle by the vehicle's manufacturer
  - MIRO of the chassis-cab without bodywork fitted plus the maximum area of the body recommended for fitment to the vehicle by the vehicle's manufacturer (in square metres to one decimal place) multiplied by 50kg.
4. **Rated towing capacity (RTC):** the maximum towing mass in kilograms as specified by the vehicle's manufacturer. RTC is only applicable to MC category vehicles. For more information see:
  - [Guide to the Register of Approved Vehicles](#)
  - [Guidance note—Calculation of carbon dioxide emissions values for the Register of Approved Vehicles \(RAV\)](#)



## What are the NVES emissions values?

The Minister has set emissions targets for 2025 to 2029. These emissions targets are lowered each year (see below). The Minister is also responsible for overseeing the administration of the NVES Act. This includes making legislative determinations, amendments and instruments.

### Ensure a FEV of zero or less

Entities must make sure their final emissions value (FEV) is zero or less. If the FEV is not equal to zero or less, the entity may be issued an infringement notice. To get to zero, prior to the FEV being issued, an entity has 2 years to address their balance by extinguishing NVES units against their interim emissions value (IEV).

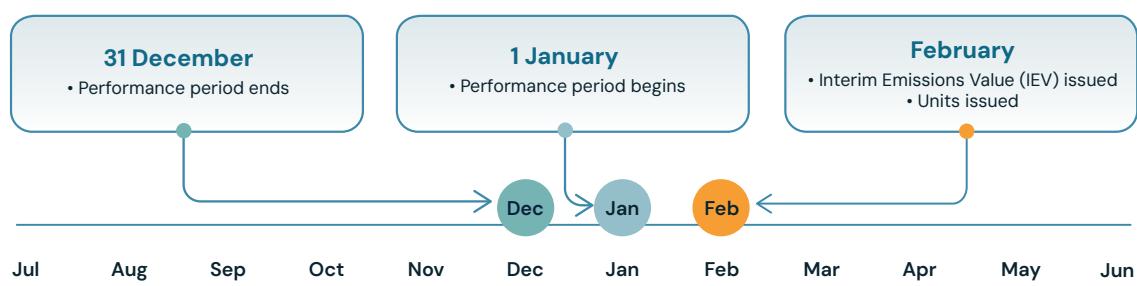
Emissions targets			
Year	Type 1 vehicles	Type 2 vehicles	
2025	141	210	
2026	117	180	
2027	92	150	
2028	68	122	
2029	58	110	

### Performance periods

Each performance period begins on 1 January and ends on 31 December of that year. The exception is 2025, where the performance period began on 1 July 2025 and ends on 31 December 2025.

The diagram below shows the cycle.

### NVES lifecycle for the 2025 to 2026 performance period



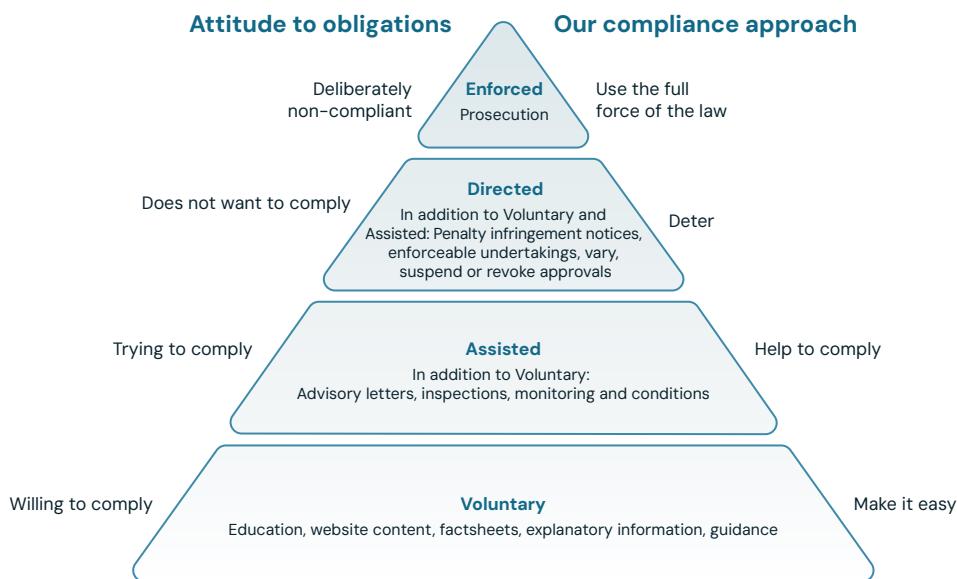
## Our approach to compliance

We want our compliance approach to be clear, easy to understand and follow. We know that most regulated entities will do the right thing and meet their legislative obligations.

We support entities to understand their obligations and remain compliant. Where entities do not want to comply or are deliberately non-compliant, we will use our regulatory powers to correct this behaviour and/or deter future non-compliance.

When entities don't comply or miss the mark, consequences will be fair, proportionate and consistent. The diagram below explains how we manage and enforce compliance.

### NVES Regulator compliance approach



### How we support entities to comply

We have dedicated account managers committed to assisting entities to understand their obligations. Account managers are contactable by emailing [NVESRegulator@infrastructure.gov.au](mailto:NVESRegulator@infrastructure.gov.au).

There are 3 stages we follow to help entities understand their compliance obligations. They are:

#### 1. Educate and engage

We provide clear guidance on how to meet obligations through:

- Providing up to date and relevant information.
- Maintaining systems that support NVES reporting.
- Responding to industry enquiries.
- Actioning transaction requests on the NVES Unit Registry.

#### 2. Assess and monitor

We assess and monitor performance to make sure entities are on track, such as:

- Reviewing NVES data submitted on the RAV.
- Engaging early and often when entries don't align with expectations.
- Verifying calculations, and instigating audits.

#### 3. Respond

Through transparent and clear communication and engagement, we work to mitigate and deter non-compliance. This can be through:

- Requesting information.
- Issuing infringement notices.
- Instigating civil or criminal proceedings.

## What does this look like across the NVES lifecycle?

The NVES lifecycle explains how regulatory activities and focus of the regulator will naturally evolve as time goes on.

Stages	1. Prepare	2. Comply	3. Trade	4. Manage
<b>Engage and educate</b> 	We publish guidance on NVES obligations, RAV entries (NVES data fields), our IT systems and procedures to open an NVES Unit Registry account.	We work with entities to provide up-to-date and relevant information.	We deliver training on how to use the NVES Unit Registry. We may also consider establishing ways to help connect potential buyers and sellers.	We inform entities of our compliance approach. We publish information about emissions performance and NVES unit holdings.
<b>Assess and monitor</b> 	We review NVES Unit Registry account applications to ensure integrity and risk mitigation.	We detect inconsistencies in data and will ask for evidence over its accuracy.	We monitor unit trading activity to safeguard the NVES Unit Registry's integrity.	We may formally request information in relation to potential non-compliance.
<b>Respond</b> 	We may cancel a person's NVES Unit Registry account access if they no longer comply with our fit and proper person assessment.	We have a low tolerance for false and misleading information and may use any legislative tools that are available and appropriate to deter this behaviour.	We may suspend an NVES Unit Registry account as an enforcement action.	We may issue infringement notices for non-compliance.



**We have dedicated account managers committed to assisting entities to understand their obligations. Account managers are contactable by emailing [NVESRegulator@infrastructure.gov.au](mailto:NVESRegulator@infrastructure.gov.au)**





**The first IEV will be issued  
in February 2026 for the  
2025 performance period.  
This is also when the first  
units will be issued.**

# Chapter 3 Calculating emissions values, issuing units and trading

## Calculating interim emissions values

Data entered on the RAV up to 31 December each year will be used to calculate an entity's **interim emissions value (IEV)** in February of the following year. An IEV is an entity's total emissions across the fleet of cars they supply over a performance period.

An entity's IEV worked out by calculating their performance for their entire fleet of vehicles over a performance period. If their IEV is:

- **Above zero**, the entity has **not met the requirement** for the performance period.
- **Below zero**, the entity **has beaten the requirement** for the performance period. This means the entity will be issued NVES units.
- **Zero**, the entity has met the requirement for the performance period.

The first IEV will be issued in February 2026 for the 2025 performance period. This is also when the first units will be issued.

A **final emissions value (FEV)** for a performance period is an entity's IEV less any units they have extinguished to balance their IEV. This can be accomplished through purchasing units or changing their fleet mix to earn additional units prior to the FEV being determined.

## Numerical precision and calculations guidance

We have developed a [numerical precision and calculations guidance note](#) for entities to:

- Understand how the NVES Regulator calculates the IEV and FEV.
- Understand relevant equations for making these calculations.
- Understand rounding rules for decimal points.
- See examples on how these equations and calculations can be applied.



**Watch this video to learn  
how interim emissions values  
(IEVs) are calculated.**

## Calculating an IEV

# Scenario 1 IEV greater than zero



This scenario is for a fleet of vehicles, focusing on the calculation for a single type within the fleet.

Bottle Brush Motors is importing a fleet of vehicles in 2025. The fleet is a mix of large SUVs, utes and small sedans. The Divinity is a ute.

Bottle Brush Motors has already submitted their Vehicle Type Approval on the RAV for the Divinity. Here's what they entered under the NVES- specific data fields:

NVES-specific data field	Entry for the Divinity
NVES Vehicle Type	Type 2
CO <sub>2</sub> Emissions Number	280 g/km
Mass in Running Order (MIRO)	3150 kg

The Headline Limit (CO<sub>2</sub> emissions target) for a Type 2 Vehicle in 2025 is 210.

The Mass Adjustment Factor is 0.0324.

The Designated MIRO is 2400.

The Reference MIRO is 2155.

Using the below formula, we can now calculate the performance for the Divinity:

**Formula:** HL+MAF (DM-RM)

**Calculation:** 210+0.0324 (2400-2155) =217.9380

The performance value for the Divinity is 217.9380 – this is important for the next step and determining the IEV.

*This is a fictional scenario and is not based on any real regulated entity.*

## 2025 performance period

## Scenario 1 (continued) IEV greater than zero



**It is December 2025 and Bottle Brush Motors has imported 500 Divinity utes and 2 other vehicle types. To forecast their performance for the Divinity ute, Bottle Brush Motors can use the formula below.**

**Formula:** Quantity of Vehicles Imported x (CO<sub>2</sub> Emissions Number - CO<sub>2</sub> Emissions Target)

**Calculation:** 500 x (280 - 217.9380) = 31,031

The emissions value for the total number of Divinity utes entered on the RAV is **31,031**. After entering data for the rest of their fleet, the NVES Regulator can now determine Bottle Brush Motors' IEV for 2025.

Taking the performance value detailed on the previous page (217.9380) – which is known as the **emissions number** – we can now determine the **emissions value**.

The emissions value for the total number of Divinity utes entered.

Vehicle model	Quantity imported	CO <sub>2</sub> emissions number (g/km)	CO <sub>2</sub> emissions target	Emissions value
<b>Divinity</b>	500	280	217.9380	31,031
<b>Vehicle 2</b>	600	250	217.9380	19,237
<b>Vehicle 3</b>	200	210	216.4803	-1,296
<b>IEV</b>				<b>48,972</b>

Bottle Brush Motors IEV for 2025 is **48,972**.

As this is above zero, Bottle Brush Motors has not met their requirement for the performance period. They have 2 years to balance their IEV otherwise they may receive a penalty when their FEV is issued.

To comply they could:

- Ensure their IEV in the next performance period is below zero and extinguish the NVES units they earn to balance their 2025 IEV.
- Get units from another entity and extinguish these units to balance their 2025 IEV.
- Pay the penalty if they don't want to trade for units or they can't earn enough.

Read [How units can be traded](#) for information on unit trading.

*This is a fictional scenario and is not based on any real regulated entity.*



**Entities who have an IEV above zero may want to trade for units with another entity before their FEV is issued.**

## Scenario 2

### IEV less than zero



**In 2025 Eucalyptus Motors imports a fleet of electric, hybrid and fuel-efficient cars into the Australian market. Their RAV data is in the below table.**

Vehicle model	Quantity imported	CO <sub>2</sub> emissions number value (g/km)	CO <sub>2</sub> emissions target	Emissions value
Vehicle 1	500	85	126.1250	- 20,563
Vehicle 2	300	0	149.4202	- 44,826
Vehicle 3	200	210	216.4806	- 1,296
<b>IEV</b>				<b>-66,685</b>
<b>Units Issued</b>				<b>66,685</b>

The NVES Regulator takes that data to calculate Eucalyptus Motors's IEV in February 2026 for the 2025 performance period. Their IEV is **-66,685**, meaning they have beaten the requirement and are issued **66,685** NVES units.

Eucalyptus Motors may choose to trade these units with another entity under a commercial agreement or hold the units for up to 3 years to extinguish against future IEVs.

*This is a fictional scenario and is not based on any real regulated entity.*

## How infringement notices and penalties are applied

### FEVs and infringement notices

If an entity's FEV is

- **Zero or less:** they are compliant and will not receive a penalty.
- **Above zero:** they are not compliant with the NVES, so are liable for financial penalty.

These entities will receive an infringement notice and will have 28 days to pay. The first FEVs (for the 2025 performance period) will be issued from February 2028.

#### For clarity



**The final date for an entity to extinguish NVES units against their IEV for the 2025 performance period is 31 December 2027.**

**The 2025 FEV will be issued in February 2028.**

If an entity's IEV in a performance period is above zero, they can earn or trade units in future performance periods. When they receive the units, they can then extinguish them. This will help them to balance their IEV and reduce their penalty amount when their FEV is issued.

If their FEV is still above zero the entity will receive an infringement notice. The penalty amount in the notice is equal to their FEV multiplied by \$50 AUD.

If penalties remain unpaid after the due date, legal action may follow. The penalty amount in the notice can increase equal to their FEV multiplied by \$100 AUD.

Entities have the following options for responding to an infringement notice:

- Pay the penalty by the due date, as specified in the infringement notice.
- Ask the NVES Regulator for more time to pay the penalty.
- Apply to the NVES Regulator to withdraw the infringement notice.

#### Example



After deciding not to purchase and use NVES units to balance their IEV to zero (for the 2025 performance period), Bottle Brush Motors receives an FEV of 2,000 in February 2028. The penalty amount payable in the infringement notice will be \$100,000 (AUD). This is calculated by multiplying the FEV (2,000) by \$50 (AUD).

If Bottle Brush Motors chooses not to pay their penalty, we may initiate civil proceedings in a relevant court. The maximum penalty amount the regulator could seek is the entity's FEV multiplied by \$100 (AUD).

*This is a fictional scenario and is not based on any real regulated entity.*



**Watch this video to learn more about the NVES Unit Registry, unit trading and penalties.**

## How units are traded

We support a closed market for entities to trade their NVES units with each other through the NVES Unit Registry. There is no open market or ability to trade with a company or organisation that is not regulated under the NVES Act.

Entities set the value of a unit they trade or what they trade units for. We do not:

- Set the price of a unit.
- Ask entities to report what units are traded for.
- Record what a unit is traded for.

## Using units to remain compliant

Entities who have an IEV **above zero may want to trade for units with another entity** before their FEV is issued. This will help them to become compliant by extinguishing them against the relevant performance period.

## How to trade units

To make trades, an entity must appoint an authorised user that meets our integrity standards by completing a fit and proper person (FPP) declaration.

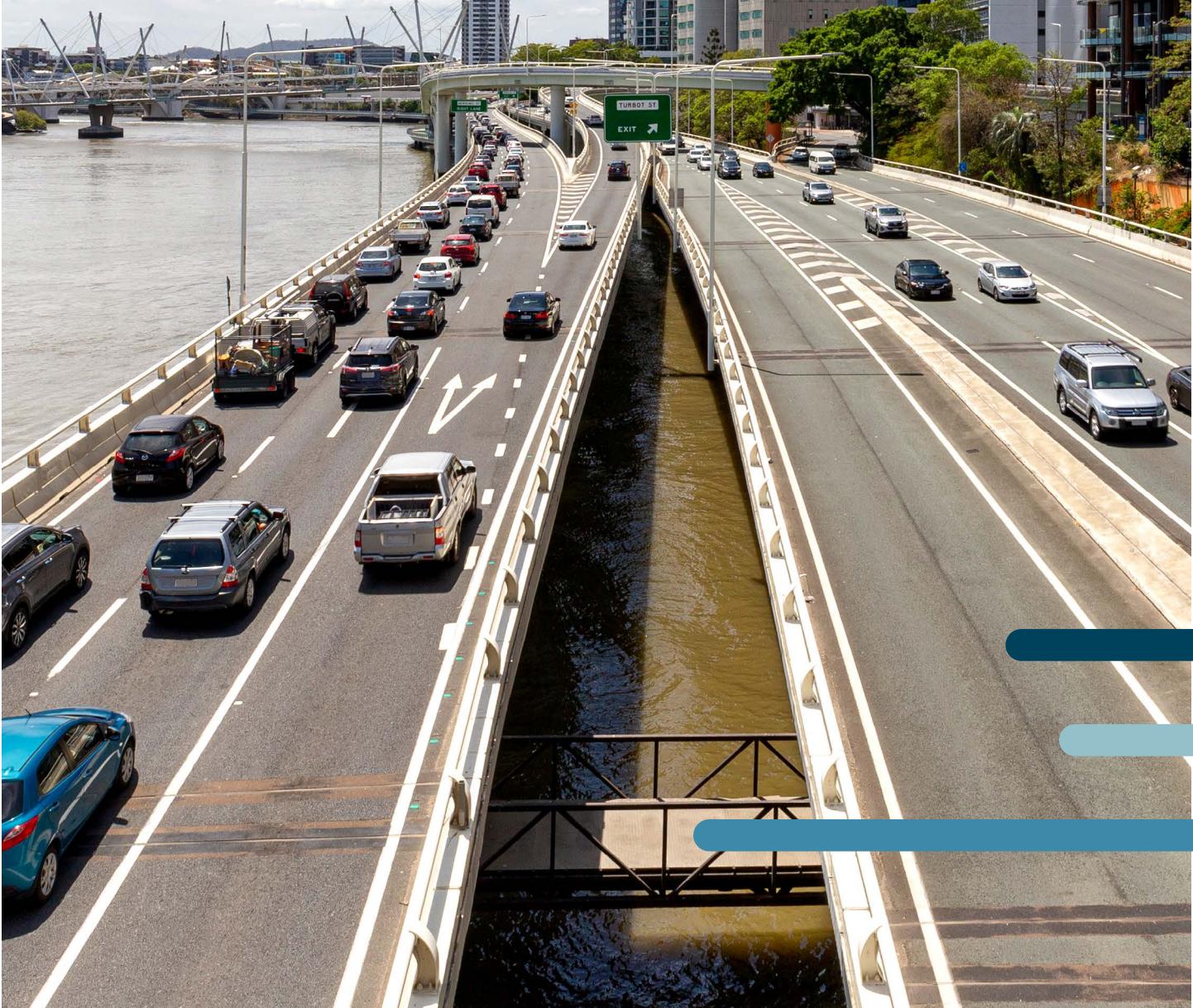
If entities want to trade units, their authorised users:

- Can contact us to obtain a list of entities interested in trading.
- Can contact each other to arrange the trade on whatever commercial terms they agree.
- Must contact us with their instructions to transfer units.

We then review and action the trade according to our rules, unless there is a compelling reason not to do so. The rules will be published on our website once available.



**There is no open market  
or ability to trade with a  
company or organisation  
that is not regulated  
under the NVES Act.**



## IEV greater than zero



**In February 2026 Bottle Brush Motors receives an IEV of 51,471 for the 2025 performance period. Their IEV is above zero.**

**From 2026, Bottle Brush Motors will have 2 years to balance their IEV to zero (for the 2025 performance period) if they do not want to incur a penalty. To do this they will need to acquire NVES units that they can extinguish.**

To get these units they can:

- Negotiate with other entities to trade for units.
- Sell more fuel-efficient vehicles over the next performance period to earn units.

Assuming Bottle Brush Motors has not earned any units from selling more fuel-efficient vehicles, they will need to trade with another entity for units and extinguish those units before 31 December 2027. Otherwise, they will risk receiving a penalty in 2028.

Another company, Eucalyptus Motors, has built a large balance of units available to trade. They can trade these units for a negotiated price with other regulated entities on their own terms. If those units aren't sold, they will expire after 3 years (in this case this will be February 2029). Eucalyptus Motors decide their best option in this scenario is to sell those units to an entity in the market.

Throughout the year, Bottle Brush Motors and Eucalyptus Motors reach a commercial agreement.

Once negotiations are finalised, an authorised user from Eucalyptus Motors initiates the transaction to transfer 10,000 units to Bottle Brush Motors in the NVES Unit Registry. Another authorised user from Eucalyptus Motors then authorises the transaction. The NVES Regulator will then receive the request to action the trade.

Once this happens, Bottle Brush Motors requests those units to be extinguished by the **NVES Regulator against their 2025 performance period. This reduces their FEV and** penalty liability for 2025 by 10,000. Their new balance for 2025 is **41,471**.

*This is a fictional scenario and is not based on any real regulated entity.*



**Entities will need to open a unit registry account and pass a fit and proper person (FPP) declaration to be able to receive, transfer and extinguish units.**

# Chapter 4 Online systems

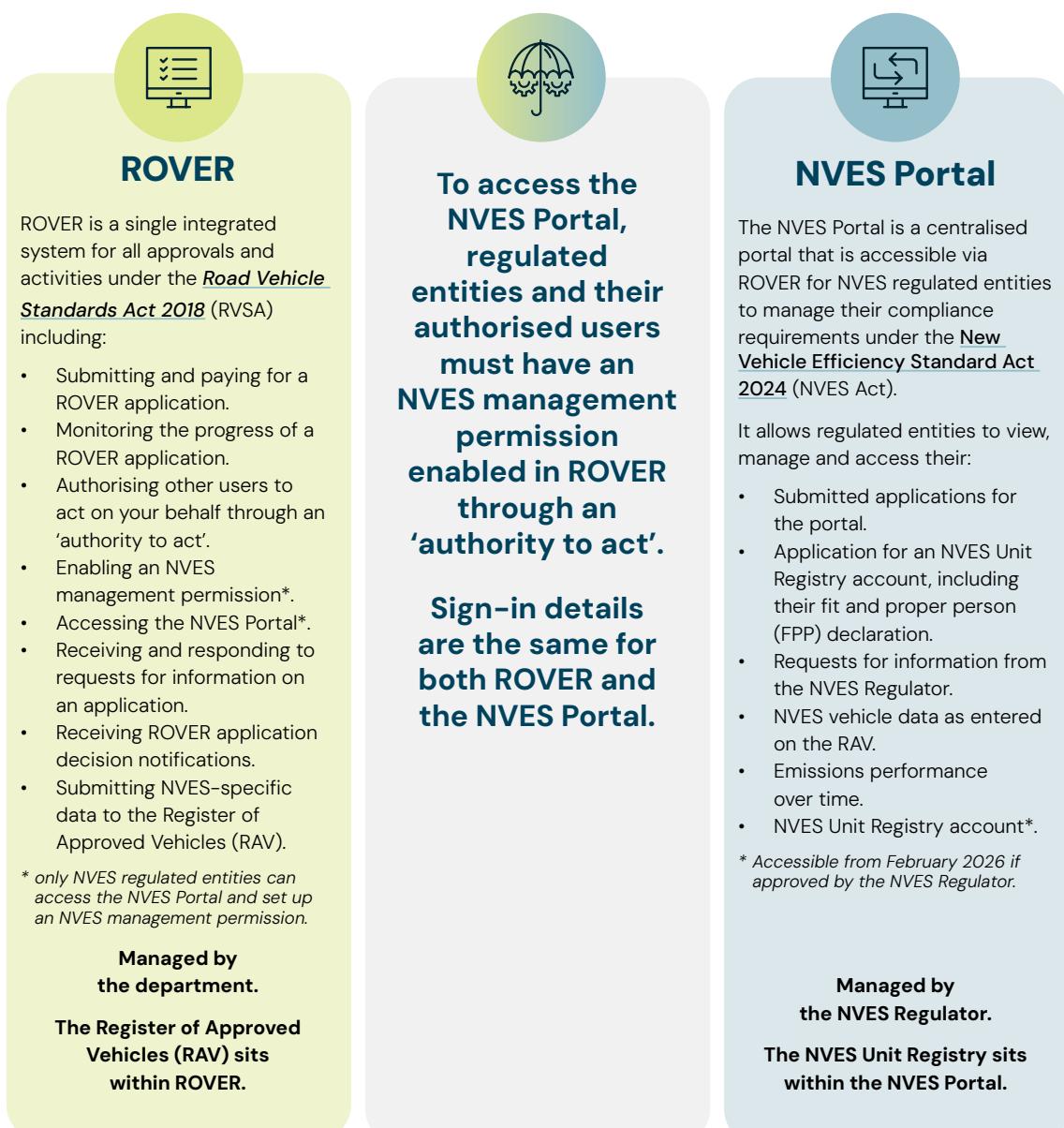
Regulated entities use multiple systems to meet their obligations under the NVES.

These are:

- ROVER
- The Register of Approved Vehicles (RAV)
- The NVES Portal
- The NVES Unit Registry

We cover the main systems below.

## The relationship between ROVER and the NVES Portal



## ROVER

ROVER is the administration system for the *Road Vehicle Standards Act 2018 (RVSA)* and is managed by the department. Regulated entities and their authorised users use ROVER to:

- Submit NVES-specific data to the Register of Approved Vehicles (RAV).
- Enable an NVES management permission.
- Access the NVES Portal.
- Authorise other users to act on their behalf through an 'authority to act'.
- Submit and pay for a ROVER application.
- Monitor the progress of a ROVER application.
- Receive and respond to requests for information on a ROVER application.
- Receive ROVER application decision notifications.

## The Register of Approved Vehicles (RAV)

The **RAV** is managed by the department and sits within ROVER. It is an online publicly searchable database of vehicles that have met the requirements of the RVSA and been approved for provision to the Australian market. All road vehicles must be entered on the RAV before being provided to the market for the first time.

Regulated entities enter NVES-specific data on the RAV as part of their obligations under the NVES Act, this data is used to calculate an entity's interim emissions value (IEV) at the end of each performance period. The data entered on the RAV will become available in the NVES Portal for an entity to manage their compliance with the NVES.



**Watch this video to learn  
more about how to enter  
NVES-specific data on the RAV.**

## NVES Portal

We manage and maintain the NVES Portal (the portal) which is accessible via ROVER.

It is a central online portal where entities can fulfil a number of functions to support their compliance obligations under the NVES Act.

It is through the portal NVES Unit Registry (unit registry) account can be applied for. This includes the fit and proper person (FPP) declaration required for completion as part of their application for a unit registry account.

**It allows entities to view, access and manage their:**

- Submitted applications for the portal.
- Application for an NVES Unit Registry account, including their FPP declaration.
- Requests for information (RFI) from the regulator.
- NVES vehicle data as entered on the RAV.
- Emissions performance over time.
- NVES Unit Registry account\*.

*\*Accessible from February 2026 if approved by the NVES Regulator.*

Visit our [online systems](#) webpage for more information and guidance on the portal.



**Watch this video to learn  
more about the functionality  
in the NVES Portal.**

## Roles and access in the NVES Portal

Roles and permissions in the portal draw on existing [roles and permissions in ROVER](#).

To access the NVES Portal, entities must have an active ROVER account and an 'NVES management' permission enabled under their authorised user's 'authority to act'.

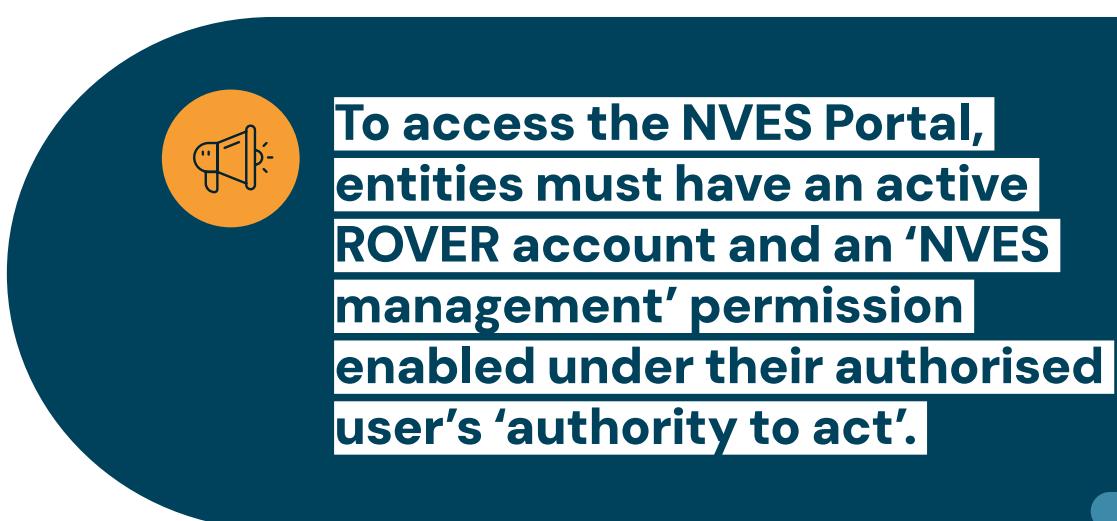
Entities can assign more than one authorised user in ROVER, including an agent to act on their behalf. If their authority to act expires (this is a default of 2 years) or is removed, they will also lose their NVES management permission and access to the portal.

The table diagram explains how the roles and access work in ROVER and the NVES Portal.

		Use ROVER	Access NVES Portal	Open NVES Unit Registry account	Access NVES Unit Registry	Initiate a transaction	Authorise a transaction	Manage NVES Unit Registry access
Assigned in ROVER	ROVER Authority to Act	✓ *	✗	✗	✗	✗	✗	✗
	NVES Portal	✓	✓	✓	✗	✗	✗	✗
Assigned in NVES Portal	Registry Viewer	✓	✓	✗	✓	✗	✗	✗
	Initiator	✓	✓	✗	✓	✓	✗	✗
	Authoriser	✓	✓	✗	✓	✗	✓	✗
	Registry Admin	✓	✓	✗	✓	✗	✗	✓

\* New NVES roles will not change how existing ROVER or RAV permission work.

Full functionality of the portal will launch in 2026.



## NVES Unit Registry

The unit registry sits within the portal and will be made available from **February 2026**. The first units will be issued when entities receive their first interim emissions value (IEV) from February 2026 for the 2025 performance period.

We manage and maintain unit registry operations and access to ensure fair participation and to prevent misconduct. It is where units are issued, transferred and extinguished.

To receive units, entities need to **beat the requirement** for the performance period. To be able to receive, transfer and extinguish units, they will need to apply to open a unit registry account in the portal. Access to the unit registry is pending upon successful application and approval from the NVES Regulator and passing an FPP declaration.

## NVES Unit Registry permissions

There are 4 main permission types for unit registry accounts, they are:

1. **Registry viewer:** a registry viewer can only view unit transactions and unit balances. If assigned this permission a user cannot hold any other permission.
2. **Transfer initiator:** a transfer initiator can view the unit registry and initiate unit transactions for their account.
3. **Transfer authoriser:** a transfer authoriser can view the unit registry and authorise unit transactions created by a different user. They cannot authorise a unit transaction they make. They will then submit the authorised transaction to the regulator.
4. **Registry account admin:** a registry account admin can view the unit registry and add or remove users to their unit registry account.

These permissions allow entities and their authorised users to undertake a variety of actions. Users can hold more than one permission, unless they have been allocated as a 'registry viewer'. In this case they cannot hold any other permission.

While one user may hold both transfer initiator and transfer authoriser roles, they cannot authorise the transfers they have initiated.

The roles can be assigned in the unit registry once the account has been opened.

Entities interested in buying or selling units can also nominate a **unit trading contact** by emailing their NVES Account Manager at [nvesregulator@infrastructure.gov.au](mailto:nvesregulator@infrastructure.gov.au). This person's contact details will be shared with other entities who are interested in unit trading.

## Opening an NVES Unit Registry account

### Apply

Entities and their authorised users can apply to open a unit registry account.

The application includes a fit and proper person (FPP) declaration. The person making the application on behalf of the entity will need to answer a series of questions and make a declaration for both the entity and themselves as an individual.

The FPP questions relate to aspects of financial and company management, convictions, and behaviour. Answering 'yes' to any of these questions does not automatically result in an entity being ineligible to open a registry account.

### Assess

Once submitted, we will assess all registry account applications. We may ask the applicant to provide further information to support their application.

Before we can decide to open an account, we have to be satisfied the entity:

- has entered a covered vehicle on the [Register of Approved Vehicles](#) (RAV) from 1 July 2025
- does not already hold a registry account
- is fit and proper.

### Decide

Based on our assessment of the application, we will decide whether to open a registry account for the regulated entity. We will notify the entity of our decision in writing. Once an entity's registry account is opened, the user with a 'registry admin' role can provide access to additional authorised users. By granting access to other users, we expect the registry account admin considers these users to also be fit and proper.

### **Image credits**

Cover: Getty Images, China Face  
Page ii: Getty Images, Francesco Roccato Iasomino  
Page 3: Getty Images, Lochie Currie  
Page 8: Getty Images, Charlie Rodgers  
Page 10: Getty Images, Milo-Muller  
Page 14: Getty Images, Photos for You  
Page 17: Getty Images, Marcus Lindstrom  
Page 21: Getty Images, Andrew Merry  
Page 22: Getty Images, Monty Rakusen  
Page 26: Getty Images, Grafissimo  
Page 29: Getty Images, skynesher  
Page 30: Getty Images, Franko Toldaro  
Page 32: Getty Images, FG Trade  
Page 35: Getty Images, Emmanuel M Schwermer  
Page 39: Getty Images, Igor Alecsander





Empowering industry, safeguarding integrity and driving transparency  
towards a net-zero emissions future

[\*\*nvesregulator.gov.au\*\*](http://nvesregulator.gov.au)