

NVES Regulator webinar 9

Prepare for reconciliation and submit
correct data

17 September 2026

For follow-up questions and further contact, please email
NVESRegulator@infrastructure.gov.au





Acknowledgement of Country

We acknowledge the traditional owners of the country throughout Australia and their continuing connection to land, sea and community.

We pay our respect to them and their cultures and to the elders past and present.

Housekeeping



The webinar is being recorded and will be published on YouTube.



Please make sure your microphone is muted when you are not speaking.



If you would like to ask a question, type it into the Q&A panel or raise your hand and we will call on you.

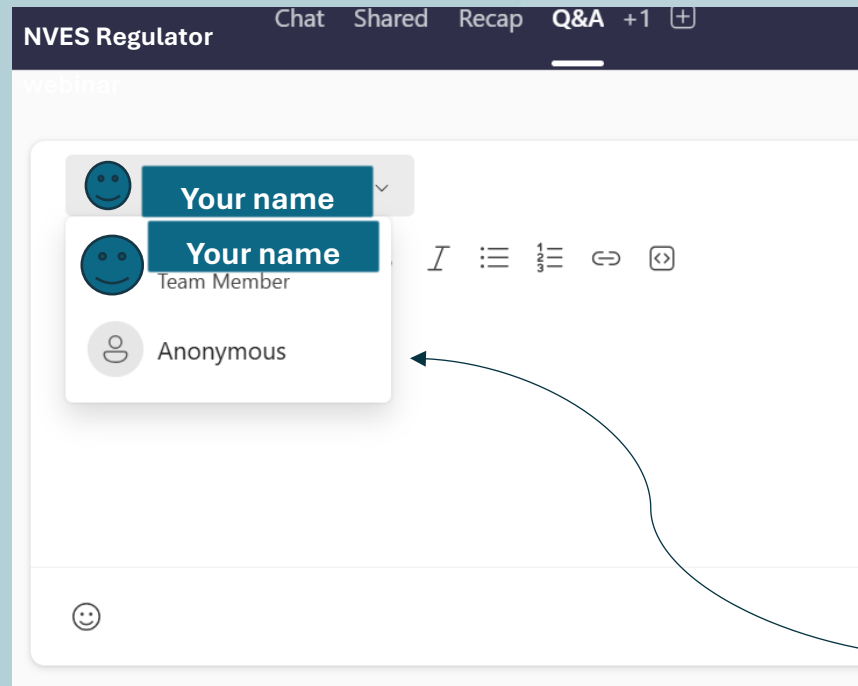


If you would like to remain anonymous, select 'Post as anonymous' before submitting your question through the Q&A panel.

Q&A

Reminder: This webinar is being recorded

If you would like to ask a question, type it into the Q&A panel or raise your hand and we will call on you.



The screenshot shows the NVES Regulator interface with a dark blue header bar containing the text "NVES Regulator" and navigation links: "Chat", "Shared", "Recap", "Q&A", "+1", and a plus icon. Below the header, the word "webinar" is visible. The main content area features a Q&A panel with a dropdown menu for selecting a name. The dropdown is open, showing three options: "Your name" (with a smiley face icon), "Your name" (with a smiley face icon and the text "Team Member" below it), and "Anonymous" (with a person icon). To the right of the dropdown is a text input field with a rich text editor toolbar containing icons for italic, bulleted list, numbered list, link, and code. A curved arrow points from the text "before submitting your question." on the right towards the "Anonymous" option in the dropdown.

If you would like to remain anonymous, select 'Anonymous' before submitting your question.

Prepare for the end of the 2026 performance period

Amalia Edevane, NVES Regulatory Operations



Prepare for the end of the performance period

Three actions to complete

01

Reconcile 2026 data

Complete the reconciliation of NVES data before the performance period closes.

02

Open a registry account

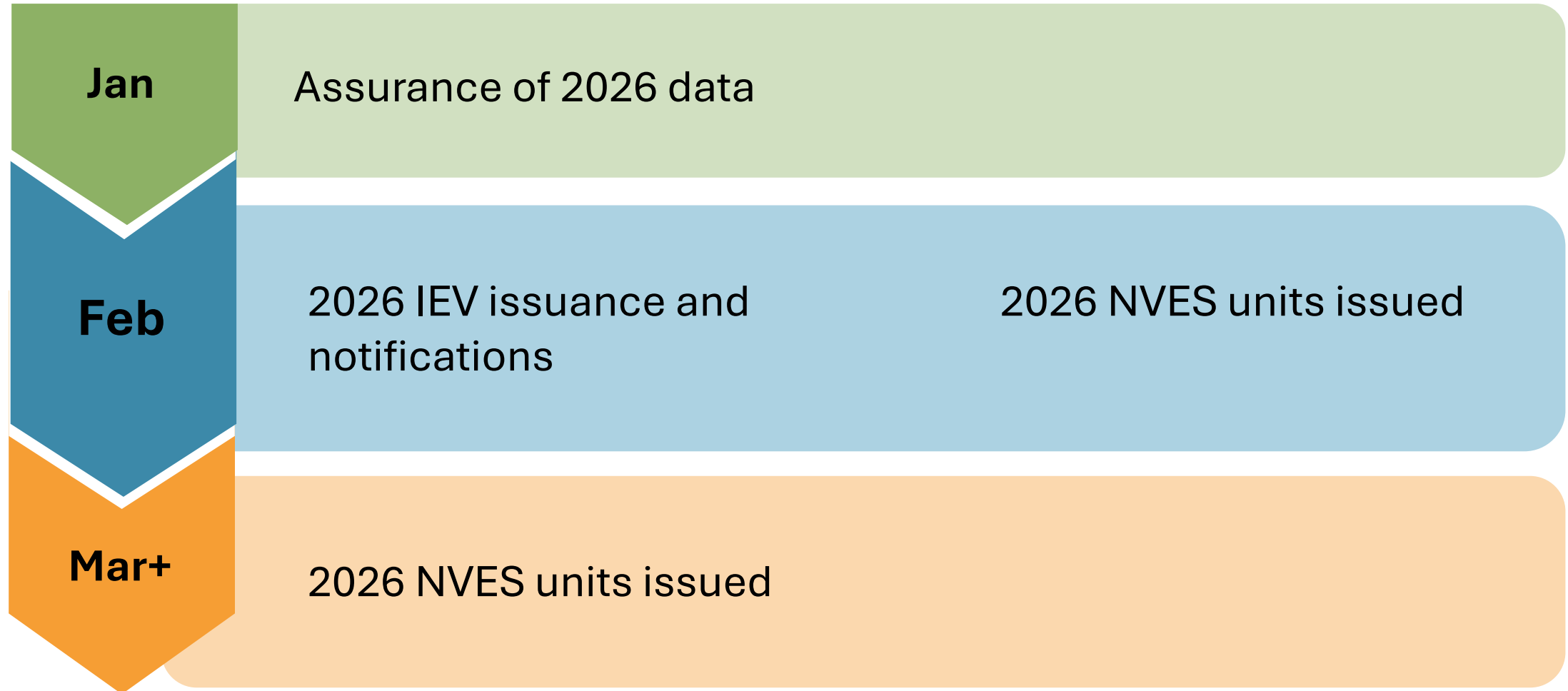
To claim your 2025 units, open an NVES unit registry account by 2 February 2027.

03

Prepare to trade NVES units

Contact us for individual [training](#). The [unit trading contact list](#) remains available to regulated entities.

When interim emissions values are issued



CO₂ emissions and the RAV

Rob Anderson, NVES Regulatory Operations



Overview

IEV input

Carbon dioxide (CO₂) emissions values help determine a regulated entity's interim emissions value (IEV).

NEDC basis

NVES emissions targets for 2025–2029 use the New European Driving Cycle (NEDC) test procedure.

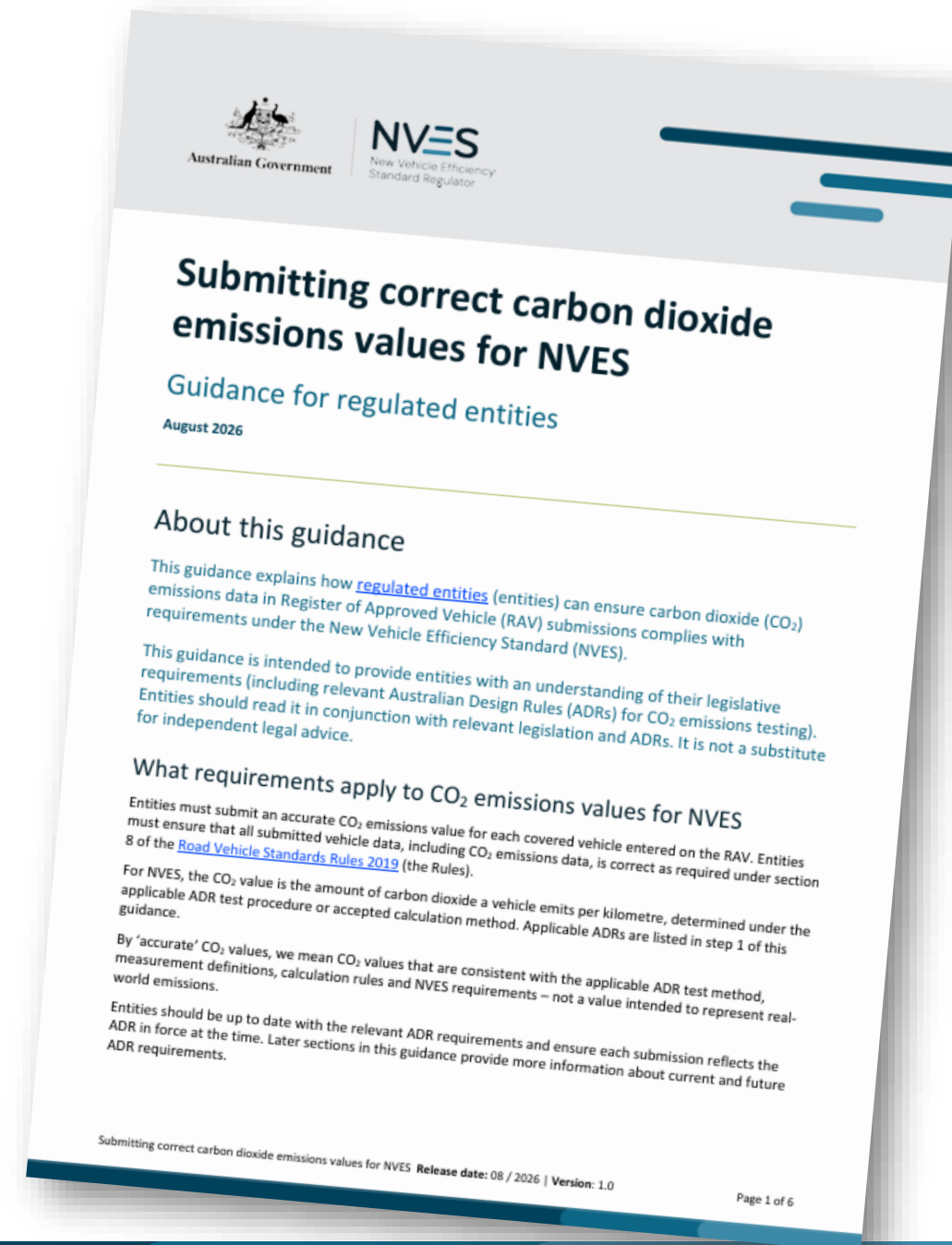
RAV entry

Enter CO₂ emissions values on the RAV in NEDC-equivalent terms.

ADR change

Australian Design Rules (ADRs) are moving to different CO₂ tests, such as the Worldwide Harmonised Light Vehicles Test Procedure (WLTP).

You can access [submitting correct carbon dioxide emissions values](#) guidance on our website.



Key considerations for entering CO₂ emissions values on the RAV



ADR coverage

Which ADR applies and what is the extent of compliance?



Technical basis

What is the basis for the CO₂ value?



Conversion

Do you need to convert the value to an NEDC equivalent?



Evidence

Do you have evidence and records supporting the values entered on the RAV?

ADR requirements for vehicle type approvals are changing

Vehicle type	Relevant ADR	Primary testing procedure
Light vehicles with GVM $\leq$ 3.5 tonnes (t) before 1 July 2026	ADR 81/02	New European Driving Cycle (NEDC)
Existing approved light vehicle models with GVM $\leq$ 3.5 t between 1 July 2026 and 30 June 2028	ADR 81/02 or ADR 81/03	<i>For ADR 81/02: NEDC</i> <i>For ADR 81/03: Worldwide Harmonised Light Vehicles Test Procedure (WLTP) or equivalent US standard (40 CFR Part 600)</i>
Newly approved light vehicle models with GVM $\leq$ 3.5 t from 1 July 2026	ADR 81/03	WLTP or equivalent US standard (40 CFR Part 600)
Light vehicle with GVM $>$ 3.5 tonnes and $\leq$ 3.855 t after 30 June 2027	ADR 114/00 , subject to exclusions	NEDC

Spotlight 1: conversion for plug-in hybrids with ‘substantial compliance’ with ADR 81/02

Choose the one-step or two-step conversion method, based on how the utility-factor-weighted emissions value was calculated.

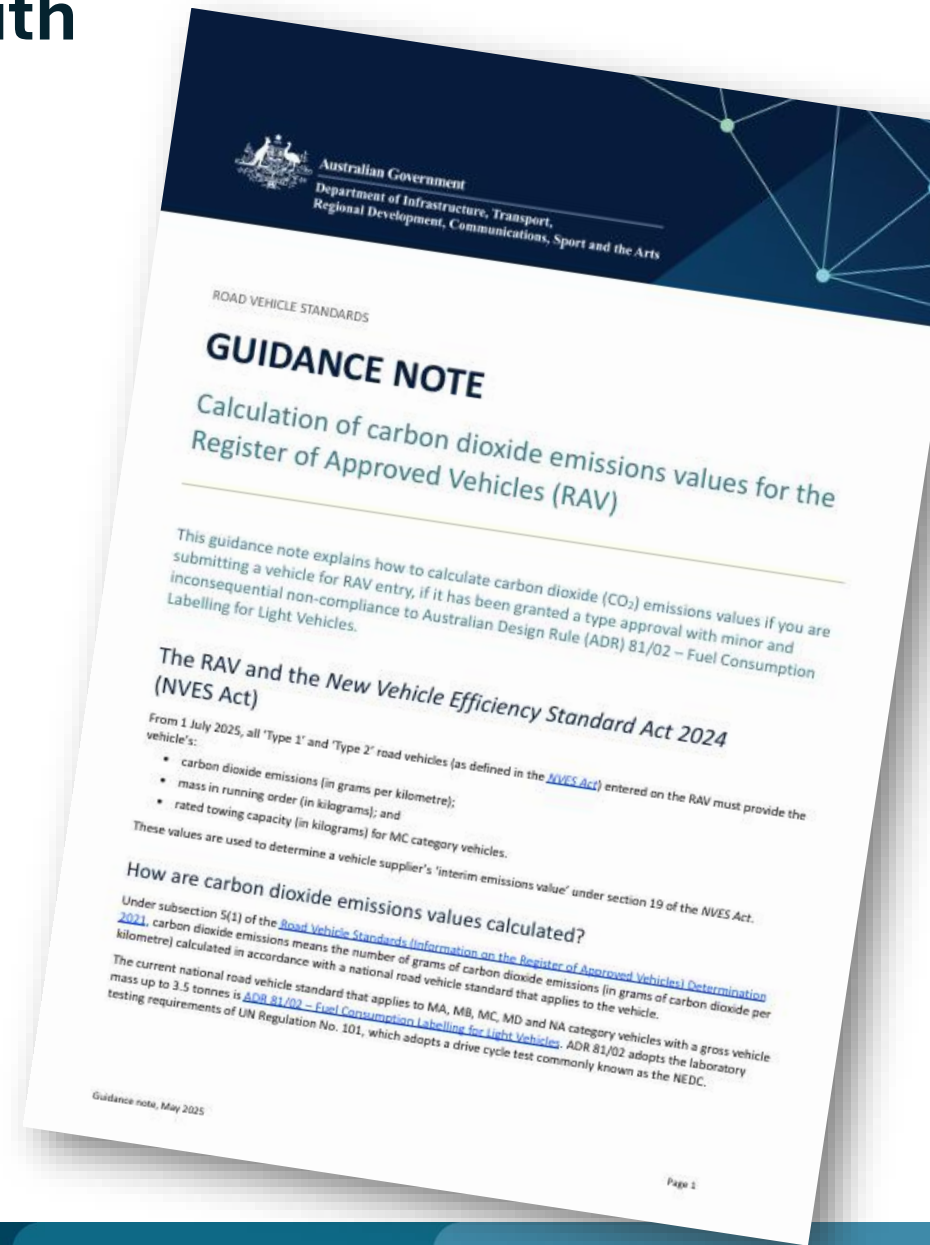
CO₂ emissions (WLTP):
60 g/km



NEDC-equivalent CO₂
emissions*:
55 g/km

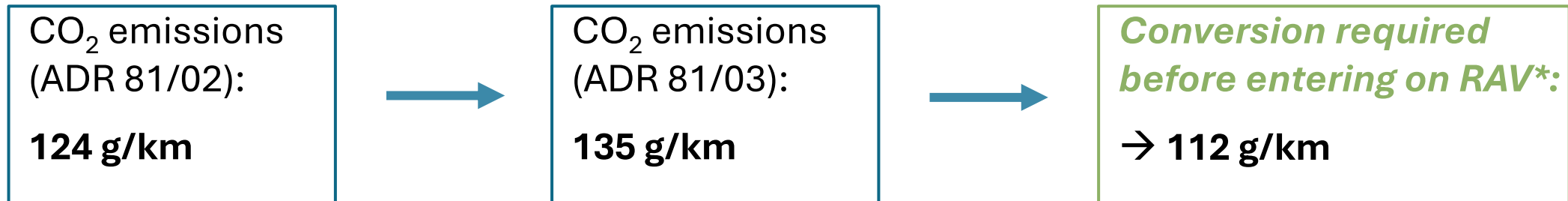
*Hypothetical example using the one-step method.

You can download the [Guidance note – Calculation of carbon dioxide emissions values for the Register of Approved Vehicles](#) from the Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts’ website.



Spotlight 2: moving from compliance with ADR 81/02 to ADR 81/03

When the VTA variation takes effect, apply the NEDC conversion procedure described in Appendix B of ADR 81/03 before entering the vehicle on the RAV.



**Hypothetical example for a pure ICE or NOVC-HEV in ADR vehicle category MA, tested using 4-phase WLTP under clause 3.1 of Appendix B to ADR 81/03.*

Summary – CO₂ emissions values and the RAV

- The CO₂ number entered on the RAV is affected by ADR compliance and the testing approach for each vehicle type approval.
- Check if VTA variations will also result in RAV data changes.
- Contact your NVES account manager if you are unsure about calculation requirements and need further information.

MIRO and the RAV

Amalia Edevane, NVES Regulatory Operations

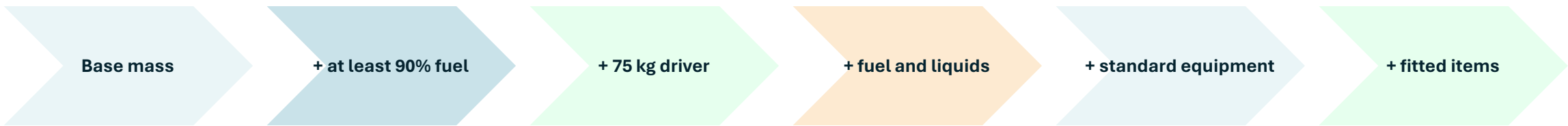


MIRO, tare mass and GVM compared

Measure	Vehicle mass	Standard Equipment*	Optional equipment	Operating fluids	Fuel tank	Driver	Passengers	Payload	Cargo	Accessories	Fitted Bodywork
Mass in running order (NVES specific)	✓	✓	–	✓	≥90% full	75 kg driver	–	–	–	–	✓
Tare mass	✓	✓	✓	✓	10 L	–	–	–	–	–	–
Gross vehicle mass	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

*Includes spare wheel, jack and standard tools if provided as standard equipment

What is mass in running order?



Do not include: passengers, payload or cargo, optional equipment unless it is standard or required.

Fuel range

A fuel level from 90% to 100% may be valid, provided the level is at least 90%.

You can find [submitting correct MIRO values](#) guidance on our website.

Calculating MIRO for Cab Chassis vehicles

Method 1

Highest MIRO value declared in the CO₂ supporting information.

Method 2

MIRO of chassis-cab without bodywork plus average mass of manufacturer-offered bodywork.

Method 3

MIRO of chassis-cab without bodywork plus maximum recommended body area multiplied by 50 kg.

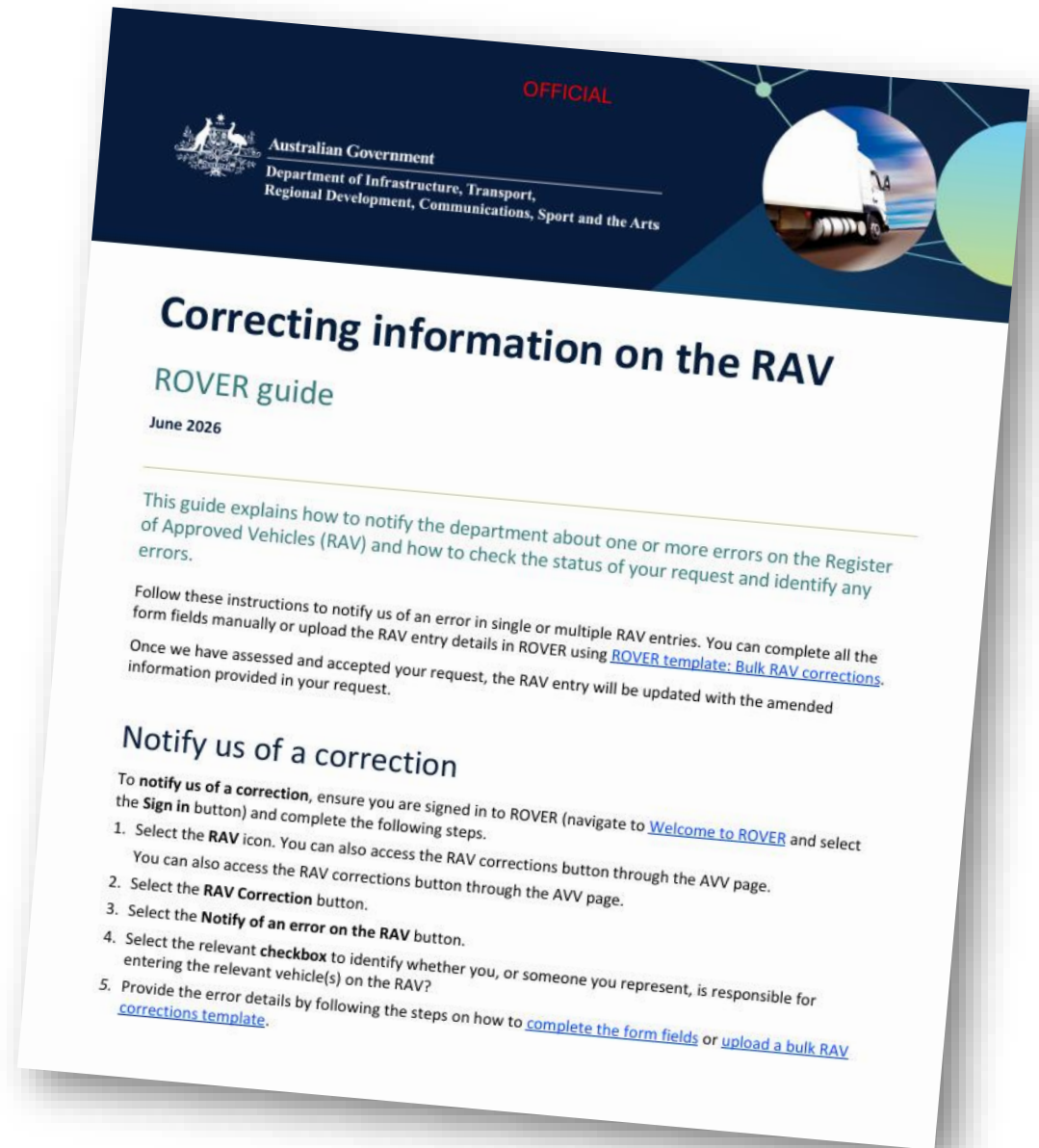
Keep records of decisions and calculations

- Good record-keeping supports effective data management.
- Regulated entities must keep records of supporting information for any vehicle type approval – this includes CO₂ emissions and MIRO information (e.g. applicable test reports, evidence to support declared values, calculations).
- The NVES Regulator may contact entity representatives for evidence to support CO₂ emissions and MIRO values.

Take action to correct errors on the RAV

- If you find any mistakes in previous RAV submissions, let your NVES account manager know immediately and submit a RAV correction request.
- We review all requests that affect NVES fields, including CO₂ emissions, MIRO, NVES vehicle type, and rated towing capacity.
- Be prepared to provide evidence in support of any proposed changes.

You can download the [ROVER guide: Correcting information on the RAV](#) from the Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts' website.





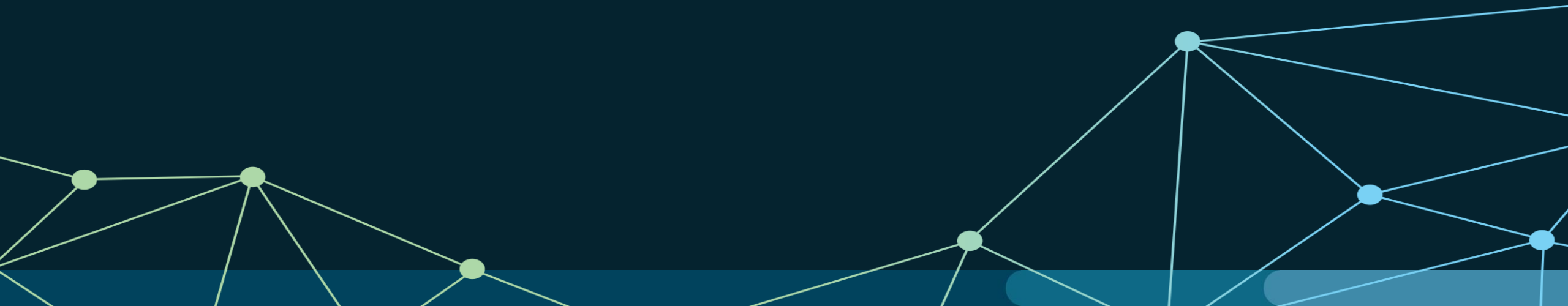
Australian Government

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

NVES policy update

Light Vehicle Emissions Policy team

Matthew Cox and Tom Garrish



Proposed change to NVES exemptions

Proposal under consideration

1 July 2027

End date for current exemptions.

If adopted, the instrument will remove exemptions for cars, SUVs and utes between 3.5 and 3.855 tonnes.

RAV entries for affected models from 1 July 2027 must include

- | | | | |
|----------|---|----------|--|
| 1 | NVES vehicle type
Type 1 or 2 | 2 | Rated towing capacity
MC category only |
| 3 | CO₂ emissions
Required value | 4 | Mass in running order
Required value |

Applies to models over 3.5 tonnes that must comply with ADR 81/03 or ADR 114/00.

These vehicles will enter IEV calculations using the legislated targets.

Separate consultation will consider testing requirements for vehicles over 3.855 tonnes.

Proposed amendments to the NVES Act

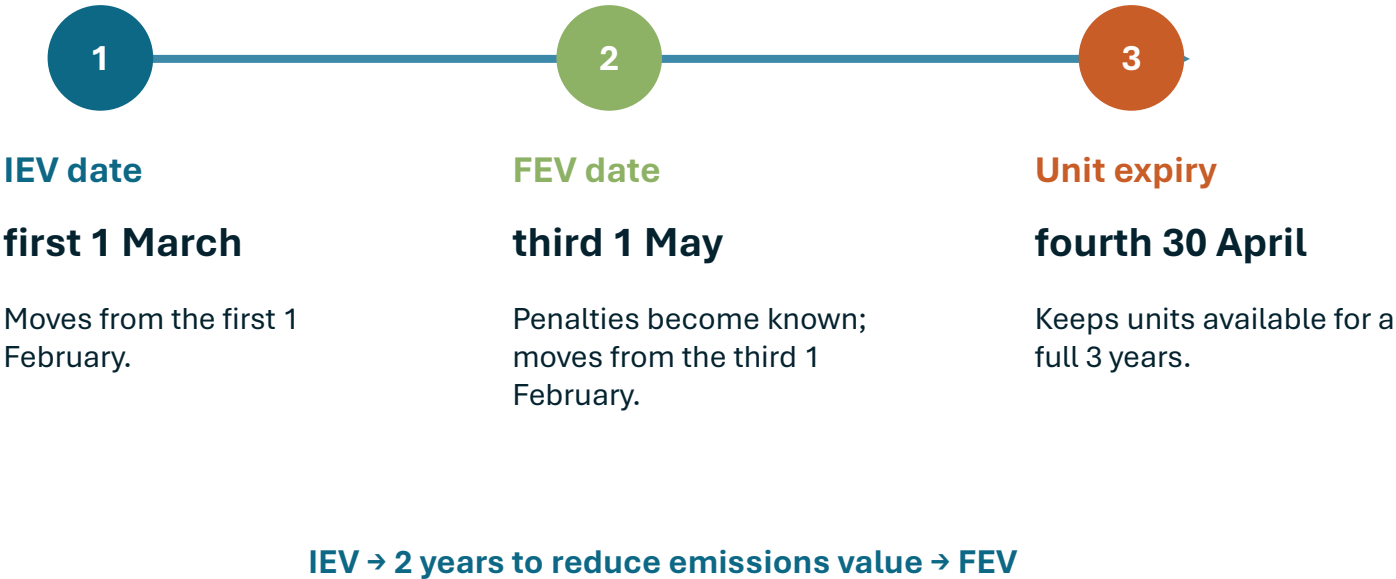
Bill introduced 20 August 2026

Protect the full 2-year window

The proposed dates preserve the period for suppliers to reduce an IEV before the FEV is calculated. Suppliers can earn or trade units during this period.

No other changes are proposed.

Proposed statutory timing



Relevant schedule: Carbon Credits and Other Legislation Amendment (Integrity and Transparency) Bill 2026.

Proposed dates give suppliers more time to meet obligations

Why the dates are changing

Current dates limit the time to meet NVES obligations.

The proposal realigns dates in the NVES Act with the scheme's intended operation.

01

Realign the timetable

Restore the time originally intended for suppliers to meet their obligations.

02

Respond to industry

Several automotive suppliers asked for the dates to change.

03

Preserve policy intent

Align the Act with the 2024 Impact Assessment and original consultation.

The proposal changes timing to support the intended operation of NVES.

How the proposed milestone dates would change

Each proposed milestone moves later

NVES milestone	Current statutory date	How the timing works for 2025 and 2026 (if adopted)	Proposed date
Interim emissions value (IEV)	1 February after reporting period (s. 10, 19)	2025: IEV issued on 1 Feb 2026 2026: IEV issued on 1 Mar 2027 (currently 1 Feb 2027)	1 March
Deadline to reduce liabilities	31 December before FEV date (ss. 42(2))	For 2025 FEV: 1 Apr 2028 (currently 31 Dec 2027) For 2026 FEV: 1 Apr 2029	1 April
Final emissions value (FEV)	1 February, 3 years after IEV issue (ss. 17(2), 42(3))	2025: 1 May 2028 (currently 1 Feb 2028) 2026: 1 May 2029	1 May
Unit expiry	1 February, 3 years after IEV issue (s. 44)	2025 units: 30 Apr 2029 (currently 1 Feb 2029) 2026 units: 30 Apr 2030	30 April

2026 statutory review of the NVES

93 Review of operation of Act

- (1) The Minister must cause a review of the operation of this Act to be commenced before 31 December 2026.
- (2) The Minister must cause a written report about the review to be prepared.
- (3) The Minister must cause a copy of the report to be laid before each House of the Parliament within 15 sitting days of that House after the Minister receives the report.

Timing

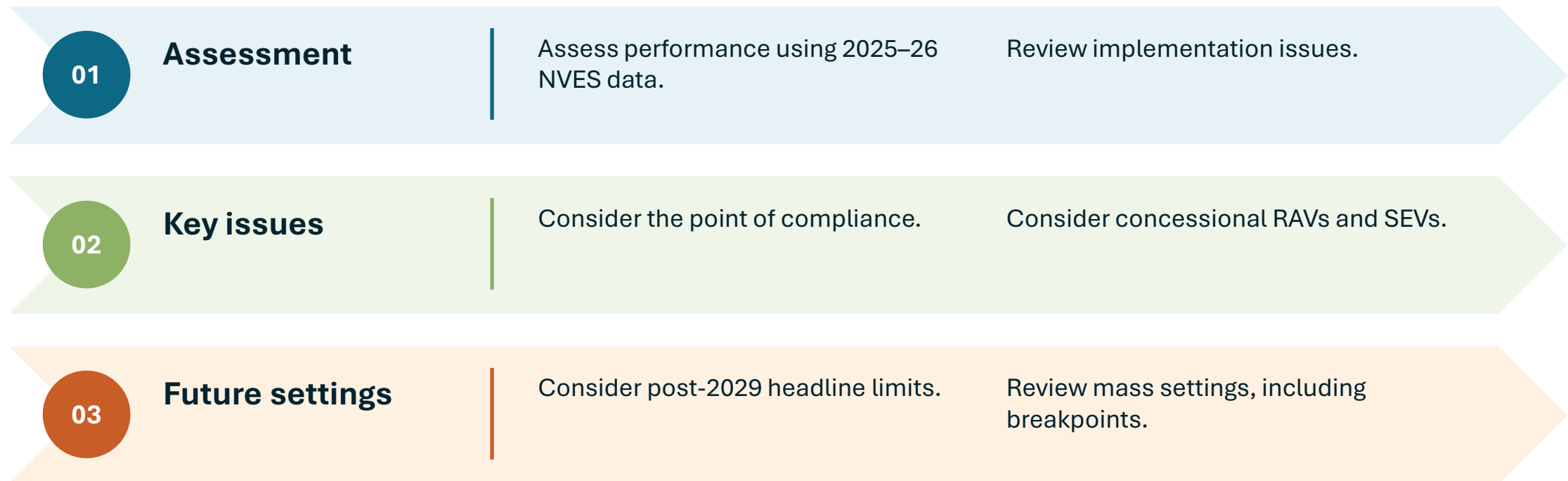
The Act does not set the exact timing or scope of the review.

Scope

The timing and scope are being finalised.

Proposed NVES review scope

Evidence → issues → future settings



Proposed NVES review timeframe

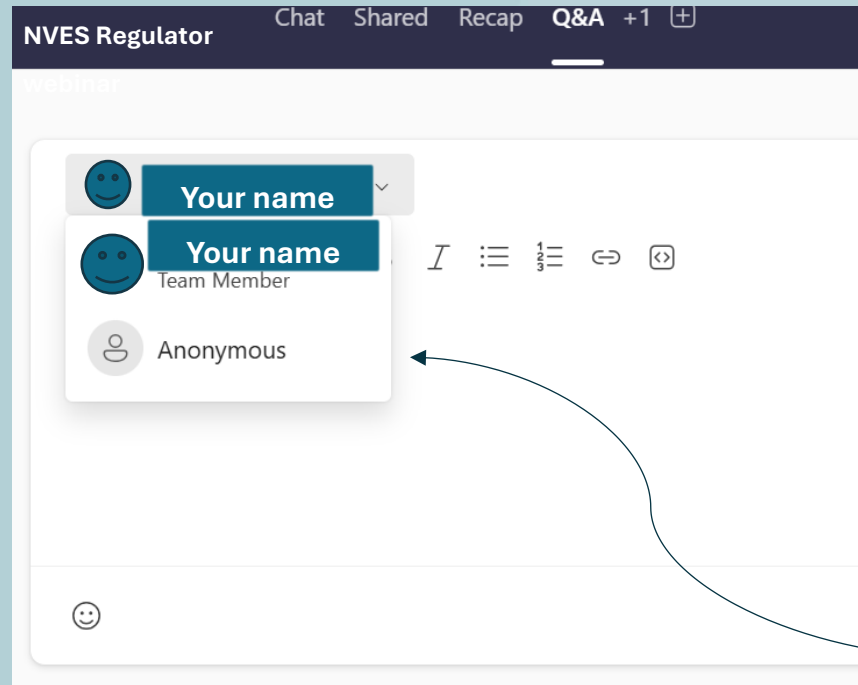
A three-phase pathway from issues to implementation



Q&A

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Thank you for your time today

Please complete our anonymous webinar
feedback survey via the QR code

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