

Submission to the  
Joint Select Committee on Australia's Clean Energy Future Legislation

Paul Rogers

Hi,

**I would like to comment on the below underline the new “Section 19A Changes of rates of duty”, which is part of the Customs Tariff Amendment (Clean Energy) Bill 2011 part of the bills.**

My specific comment is that many freight trucks overseas rely on CNG as a source of fuel. I would be concerned that any impact on the price of CNG for motor vehicles would discourage this clean fuel from being used in trucks in the future.

The term “motor vehicle” is ambiguous as to whether it is referring to trucks or cars. Those of you on the committee who have been on overseas study trips would know that technology for trucks to use CNG is well advanced and is close to entering the Australian market. The term “motor vehicle” is ambiguous and may not be future proofed enough when trucks start using CNG as a fuel source.

**31 Schedule 3 (Chapter 27, Additional Note 5)**

Repeal the Additional Note, substitute:

5.- For the purposes of 2711.21.20, carbon-rated compressed natural gas means compressed natural gas that:

was compressed for use other than as a fuel for a motor vehicle; or

was compressed for use as a fuel for a motor vehicle that:

is designed merely to move goods with a forklift and is for use primarily off public roads; or

is of a kind prescribed by the regulations for the purposes of this subparagraph.