



ENERGY GRANTS (CLEANER FUELS) SCHEME BILL 2003

SUBMISSION TO THE

SENATE ECONOMIC COMMITTEE INQUIRY

OCTOBER 2003

INTRODUCTION

The Natural Gas Vehicles Group welcomes this opportunity to present its submission to the Senate Economics Committee Inquiry into the Energy Grants (Cleaner Fuels) Scheme Bill 2003.

We hope that this contribution will help the Committee in its consideration of the Bill and of the wider policy framework for alternative fuels.

THE NATURAL GAS VEHICLES GROUP PTY LTD

The Natural Gas Vehicles Group (NGV Group) is the only company in Australia whose core business is the development of NGV technology. As such, we provide a unique voice in the clean alternative fuels market.

The company is structured to provide a complete range of products and services for the NGV industry, including consultancy services, component import and distribution, research and development, and refuelling services.

The Managing Director of the NGV Group, Kevin Black, is also a Director of the Australasian Natural Gas Vehicles Council (ANGVC), and the comments and recommendations included in this submission also reflect the views of the ANGVC

THE ENERGY GRANTS (CLEANER FUELS) SCHEME BILL 2003

We recognise that the legislation under consideration relates only to biofuels and low sulphur petroleum fuels, and that the need for the legislation is consequential upon the Treasurer's May 2003 Budget announcement of the imposition of fuel excise on all alternative fuels.

We also acknowledge that the legislation includes provision for other clean fuels to be included by Regulation at a later date.

Our concern, however, is that the manner of the announcement of the excise decision, combined with this legislation that currently excludes the cleanest alternative fuels, reflects a lack of understanding of their importance, and an *ad hoc* approach to policy making.

More importantly, the events surrounding this whole process have created a public perception that the **only** clean alternative fuels in Australia's future are the biofuels. The controversy has raised the profile of biofuels,

especially ethanol, to a point where the perception is that they are the Commonwealth Government's only preferred option.

The effect of the current process has been to create doubt, uncertainty and confusion in the minds of vehicle owners, fleet operators and infrastructure providers about the clean fuels policy framework. The announcement of the imposition of excise in the absence of any detail concerning the rate of duty or any offsetting support programs has led to a policy vacuum.

This has seriously damaged the viability of the NGV industry in Australia. The development of a new industry is dependent on long-term investment, which in turn is dependent upon confidence in the long-term policy framework. The current process and legislation has undermined that confidence, and has brought the NGV industry to a complete standstill since May.

The announcement of the excise decision was made without warning or consultation. Indeed it came almost exactly one year to the day after the Treasurer said, in response to the Fuel Tax Inquiry:

"The proposal to tax all fuels based on their relative energy content would impose tax on previously unexcised fuels such as ethanol and LPG. This would have implications for the LPG retail fuel industry and LPG conversion businesses, and is also contrary to the Government's election commitment to maintain excise exemptions for fuel ethanol and biodiesel. For these reasons the Government will not be implementing this recommendation" (Treasurer's Media Release, 14 May 2002).

The Budget decision and this consequent legislation represents a total reversal of the Government's stated policy. The decision was made without any consultation, and it would appear, without any conception of the damage it would do to existing and developing industry and businesses.

There are excellent arguments for promoting many alternative fuels, but the current debate has centred on ethanol for all of the wrong reasons. While ethanol can claim some environmental benefits when used as a fuel additive and substitute in petrol, the true debate on alternative fuels has been hijacked by political issues.

The political fallout from the recent ethanol controversy have overshadowed the true reasons for considering an alternative fuels strategy for Australia, and have caused government to lose sight of the enormous national strategic, environmental and economic benefits offered by natural gas as a vehicle fuel.

The ethanol controversy has hijacked the national debate on clean fuels – the debate we should be having about the direction of our overall fuels policy – and this legislation is the consequence of that controversy. There is a place in Australia's medium to long term fuel policy mix for ethanol and biodiesel (and for low sulphur petroleum fuels), but there is also a place for CNG, LNG, LPG, Hybrids and Hydrogen in that mix. The Government's position seems to be that we will get around to looking at these other fuels at some time in the future, but in the meantime, the policy vacuum is dealing a body blow to those industries.

THE IMPACT ON THE NGV INDUSTRY

The Budget Excise announcement has dealt a body blow to the NGV industry. Because of the likely effect of the "double whammy" of the expiry of the current support programs and the imposition of excise in 2008, and in the absence of any policy framework for the future, all plans to invest in vehicles or infrastructure has ceased.

Our company, as a specialised NGV company, has been particularly hard hit. We had expected decisions on tenders and projects involving tens of millions of dollars in sales by the end of this calendar year. All of those projects have been shelved or abandoned as a result of the lack of clear policy direction and the negative signals given by the recent announcements, this legislation, and the controversial aspects of the ethanol debate.

Unless some clear policy direction affirming support for investment in all alternative fuel technologies is given in the very short term, it is likely that the NGV industry, at least, will be killed off in Australia. Apart from the personal financial tragedies that this will involve for people like me and my partners who have invested their life

savings in an effort to bring the world's most viable clean fuel technology to Australia, it will mean that this nation will fall behind the rest of the world in preparing for the transition to the hydrogen transport economy. It will also mean that we will forever remain hostage to the oil supply and pricing decisions of OPEC, and the risks associated with dependence on the Middle East as our principal fuel source.

NATURAL GAS AS A VEHICLE FUEL

Natural gas is a naturally occurring hydrocarbon that is composed primarily of methane. It is possibly the world's most abundant energy source that can be used for transport.

Briefly, some of the benefits that natural gas for vehicles (NGV) offer are:

- ⇒ Australia has vast reserves of natural gas.
- ⇒ We have an extensive and growing pipeline distribution network to all major population centres.
- ⇒ We can readily replace imported petroleum fuels with an indigenous fuel.
- ⇒ It can reduce the impact of fuel imports on the Balance of Trade.
- ⇒ It can insulate Australia from the worst effects of a petroleum crisis in the event of war or terrorism.
- ⇒ It can introduce a measure of price stability into the vehicular fuels market – at about half of the current price of petrol.
- ⇒ It can be used in any internal combustion engine.
- ⇒ As a fuel, it has the cleanest “well-to-wheel” emissions currently available.
- ⇒ The use of NGVs could greatly reduce the health and social costs associated with transport-generated emissions.
- ⇒ It is up to 90% safer to use than petrol, diesel and LPG.
- ⇒ Natural gas is the logical feedstock to provide a natural and smooth transition to the hydrogen transport economy.

NGVs are being taken up by countries around the world with comprehensive support programs. As an example, Argentina and Brazil are each putting 20,000 NGVs on the road every month, and most Asian countries are enforcing the transition to natural gas vehicles. The United States and Europe have introduced comprehensive laws to promote the use of alternative fuels, with the European Union aiming for a target of 10% NGVs by 2020. Most Asian countries, including India, Pakistan, Bangladesh, China, Korea and Japan are actively promoting or mandating the use of natural gas in every type of transport from trishaws to buses.

Despite the fact that we have vast reserves of natural gas, and we export enormous quantities to countries that are adopting NGVs, Australia is lagging behind even third world countries in developing a suitable support program.

SUSTAINABILITY

While natural gas is currently sourced from the vast gas fields under and surrounding Australia, it can also be sourced from the enormous coal seam reserves under Eastern Australia that will never be mined, and from the hundreds of landfill sites around the nation. These reserves of gas currently simply escape to the atmosphere and contribute to the greenhouse gas problem. By capturing them at source and diverting them into our domestic supply we can further improve our greenhouse performance.

More importantly, we have a wonderful opportunity to utilise our human and animal wastes to generate biogas and compost, rather than the present system of partially treating wastes and discharging them to our oceans and

waterways. This process has been used in Scandinavia for some years and has had quite some success in reducing the environmental impact of the waste stream.

FUEL SUPPLY SECURITY

Governments overseas are placing increased importance in diversifying transport fuel supplies and increasing energy independence. The United States implemented the Energy Protection Act (EPAct) following the Gulf War with the express purpose of reducing US dependence on imported crude oil. This Act included measures aimed at increasing the use of alternative fuels, including Natural Gas.

In the current international climate, the importance of this issue cannot be overstated and is in fact taking precedence in other areas around the world. Because Australia has had such reliable supplies of crude oil in the past, there is a real danger that we may be complacent about this and assume that it will always be the case. The rest of the world does not share this complacency.

In October 2001 President Bush was quoted as saying : *"The less dependent we are on foreign sources of crude oil, the more secure we are at home ... We've spent a lot of time talking about homeland security, and an integral piece of homeland security is energy independence. "*

If transport energy issues are so high on the agenda of overseas governments, why are we so complacent here in Australia? We can't afford to continue relying so heavily on crude oil for our transport needs. What would be the impact on our economy and way of life if crude oil supplies became heavily restricted or unaffordable? Our isolated location, vulnerable shipping lanes and an economy dependent on transport arguably make it more important for us to establish major fuel diversification programs.

Even though we are isolated from the current geographical areas of conflict, our reliance on imported fuels is heavy already and increasing further. This places most of our national commercial activities in a vulnerable position and we should be considering the consequences if the supply of imported crude were restricted or even halted altogether due to changes in OPEC policy or conflict in the Persian Gulf area?

While we often ask if we can afford the price of supporting clean indigenous alternative fuels, we can't afford not to increase our support of them. Importantly, we can't afford to wait for serious problems to arise, but should be putting strategies in place now. A crisis could occur overnight, but putting a fuel diversification strategy in place will take some time. The time lag could be fatal to our economy.

PIPELINE DELIVERY OF GAS

Australia's Natural Gas reserves are linked to our major metropolitan markets by over 17,000 km of existing high pressure transmission pipelines. This not only reduces the risks of spillage during the delivery to service stations, but could reduce the emissions from the large fleet of petroleum delivery vehicles.

THE TRANSITION TO HYDROGEN FUEL

Natural Gas is also the most sustainable path to the Hydrogen economy. This has been reinforced by recent studies from groups such as the WorldWatch Institute and the Union of Concerned Scientists. The high hydrogen to carbon ratio of methane makes Natural Gas the most efficient source of hydrogen (until such time as 'renewable' hydrogen becomes viable). Any infrastructure established to service Natural Gas vehicles can very easily be adapted to service hydrogen vehicles, either via on-board or supply-side reforming.

Timeframe for the Hydrogen Economy

Hydrogen fuel cell vehicles are a reality today. The technology is available. The limiting factors to the adoption of hydrogen-powered vehicles are:

Safe and efficient storage

To store even a minimal quantity as a compressed gas, hydrogen would need to be compressed to 10,000psi (750 bar), which would require highly sophisticated storage vessels and very expensive compression equipment. To store the fuel as a liquid, it would need to be frozen to -253°C (20°K) and held on board at that temperature. Both solutions are impractical with existing technology.

Safe transportation

Hydrogen is an essentially volatile fuel, and the bulk transportation and mass handling of the product poses significant safety risks.

Economics

The cost of a fuel cell vehicle is currently prohibitive in the commercial marketplace.

In his 2003 State of the Union Address, President Bush set a target for a commercially viable hydrogen vehicle by 2010. If we assume that they are available at that time, and that there will be a 30% take-up of hydrogen vehicles from then, it will still take until 2050 to have 50% of the vehicles on the road operating on hydrogen. Realistically, it will take until 2070 for the majority of vehicles to be hydrogen-powered.

As an indicator, we only need to consider the introduction of unleaded petrol in Australia in 1985. This required no major change to vehicle production strategies, and no increase in vehicle price. Yet today, nearly 18 years later, there are still almost 2,000,000 pre-1985 vehicles on the road - enough to require every service station in Australia to continue to carry lead replacement petrol as well as unleaded.

Hydrogen Production and Distribution

While the ultimate aim would be to produce hydrogen for transport from renewable sources, fossil fuels - particularly Natural Gas - are an inevitable stepping-stone until renewable sources become viable.

The establishment of refuelling infrastructure to support NGVs effectively establishes a refuelling network which could also be used to support hydrogen vehicles as they become available. A recent paper from the WorldWatch Institute concludes that Natural Gas is the most viable and sustainable source and path.

The paper quoted a Canadian Study which found '*... that a decentralised Natural Gas reforming system posed the fewest technical challenges and was the most cost-effective hydrogen production system, reducing the life cycle greenhouse gas emissions by as much as 70 percent compared with conventional engines.*'

This view has been endorsed more recently by the Union of Concerned Scientists in a January 2002 report "*Dangerous Addiction - Ending America's Oil Dependence*".

Methane reformers located on Australia's existing Natural Gas pipeline network (with compression technology similar to that used for CNG) could be used for the supply of hydrogen for transport use. This will increase the importance of expanding Australia's CNG refuelling infrastructure.

The use of hydrogen will also be dependent on expertise and technology already in place to service NGVs. This includes compression and cylinder/storage technology, adding further weight to the argument that the development of a vibrant NGV industry will better prepare Australia for future technologies.

Natural Gas as the Logical Transitional Fuel

Australia needs to be moving to cleaner and indigenous fuels today. We cannot wait for the availability of hydrogen vehicles to be available to begin the process. Unless we start by putting the infrastructure in place to support the first generation of clean vehicles (NGVs) now, we will not be ready for the hydrogen economy when it does come.

Natural Gas is a very simple fuel. Around 90% of Natural Gas is methane (CH₄) which is just one carbon atom with four hydrogen atoms attached. The only simpler fuel available is hydrogen, but unfortunately, as yet there is no economic method of creating and distributing large quantities of hydrogen. Until this occurs, Natural Gas will remain the clean fuel of choice.

Why is a simple fuel better? It is the hydrogen that gives the power and the simpler the structure holding the hydrogen the fewer the compounds that are created during the combustion process. This is the reason that so much work has been going in to trying to clean up petrol and diesel vehicles. This work has resulted in vehicles that are much cleaner than they once were. However, Natural Gas is inherently cleaner than either of these fuels and provides significant advantages. Being rich in Hydrogen, Natural Gas will almost certainly be the major source of fuel as fuel cell technology improves.

Therefore we must look to a transitional clean fuel, and Natural Gas is the natural choice.

RECOMMENDATIONS

We recommend that the Commonwealth Government urgently recognise the strategic, economic and environmental benefits of natural gas for vehicles and urgently introduce an integrated policy framework as part of this legislation to encourage the establishment and growth of the NGV market. This leadership role would, at little cost to the Budget, ensure that Australia will join progressive governments around the world in encouraging and ensuring the transition to clean, sustainable transport.

This support should be in the form of an integrated policy framework covering refuelling, vehicle conversions or purchase, industry training, and vehicle ownership.

Establish a New and Specific Excise Rate for Natural Gas

We propose that a product specific excise rate be determined for natural gas.

This rate should be determined in consultation with the natural gas and transport industries and other relevant stakeholders, and should include but not be limited to the following considerations:

- The basic energy content of natural gas, on which the excise rate is to be based;
- An “environmental credit” to take into account the environmental benefits of natural gas, including lower carbon content;
- A “resource security credit” to take into account the resource security benefits associated with natural gas, as an abundant and secure indigenous resource;
- An “energy futures credit” to reflect the role that natural gas and natural gas vehicles will take in the transition to the hydrogen economy; and
- Any other relevant factors.

**SET AN EXCISE RATE IN THE SHORT TERM TO ENSURE THE BENEFITS OF
NATURAL GAS IN THE LONG TERM**

Provide a Five Year Excise Exemption for Major Fleet “Start Ups”

We recommend that a 100% rebate on fuel excise, for a fixed five-year period, be introduced for organisations that contract to transfer a significant proportion of overall fuel use from conventional petroleum based fuels to natural gas.

The purpose of this rebate is to provide an incentive for “critical mass” in the development of a natural gas fuel and transport industry, and to assist in the delivery of the benefits outlined elsewhere in this submission.

In an environment where a fuel excise will now apply to natural gas, it is our submission that a “one off” initial incentive will be required if major fleet operators are to be convinced to make the initial capital investment necessary to convert significant vehicle numbers to natural gas.

The proposed five-year excise “honeymoon”, to be delivered by way of rebate, would provide such an incentive. It would contribute to the justification and recovery of the initial investment costs involved in the transfer of significant vehicle and fuel volumes to natural gas.

**PROVIDE A “ONE OFF” FIVE YEAR EXCISE EXEMPTION
FOR MAJOR FLEET CONVERSIONS**

Broaden the Application of the Existing Alternate Fuels Grant Program

We believe that the existing Commonwealth programs that provide subsidies for the conversion of buses and trucks to natural gas operation should be expanded to include appropriate subsidies for the similar conversion of passenger and light commercial fleet-operated vehicles, such as government and corporate fleets, taxis, and courier and delivery vehicles.

The rationale for this submission is that there will need to be an effective offset for the initial higher capital cost of all natural gas vehicles once the current fuel cost saving is negated by the imposition of fuel excise. It will also encourage the heaviest users of passenger and light commercial vehicles to move to natural gas, and provide a market that will encourage OEMs to consider local production of qualifying vehicles.

EXPAND EXISTING COMMONWEALTH CONVERSION PROGRAMS TO INCLUDE ALL FLEET-OPERATED VEHICLES

Extend the Term of the Existing Alternate Fuel Conversion Program

The existing Alternate Fuel Conversion Program (AFCP), administered by the Australian Greenhouse Office, is currently scheduled to end on 30 June 2008, concurrent with the imposition of fuel excise on natural gas and other alternate fuels.

The difficulty with this timing is apparent. It would mean that an existing incentive program would be extinguished at the same time as a new tax is imposed. This represents a huge disincentive to invest in the necessary infrastructure and vehicle acquisitions.

In our view, the combination of these two factors will represent an impossible burden for the emerging natural gas vehicle industry. We propose that the AFCP, (as extended by our recommendation above), be extended by a further five years until June 2012, and that a further extension be considered, based on the success of the program at that time.

CONTINUE THE ALTERNATE FUELS CONVERSION PROGRAM DURING THE FIVE YEAR "RAMP UP" OF FUEL EXCISE

Integrate and Centralise Commonwealth Alternate Fuel Grant Processes

We believe that the delivery of the existing Commonwealth Programs has been singularly unsuccessful under the present administration of the Australian Greenhouse Office (AGO). The benefits of all alternative fuels, and especially natural gas go far beyond Greenhouse. The strategic, economic and air quality benefits of natural gas are at least as important as the greenhouse benefits, yet the AGO has given no more than token recognition of these factors during its stewardship of the Commonwealth's programs.

We submit that the financial administration and management of all Commonwealth financial programs dealing with alternate fuels, including the various grant programs, should be integrated and centralised under one department or agency.

Given the central role that will be played by the foreshadowed fuel excise, it is our recommendation that these programs should become the primary responsibility of Treasury, and the Australian Tax Office, with technical and policy advice to be provided as required by other relevant departments and agencies.

INTEGRATE AND CENTRALISE ALL FINANCIAL PROGRAMS IMPACTING ON ALTERNATIVE FUELS

Establish an Alternate Fuels Task Force

The Commonwealth should establish an "Alternate Fuels Task Force", to liaise with industry stakeholders regarding the ongoing development of practical and effective alternate fuel strategies, including natural gas.

The primary purpose of the task force, which would involve appropriate industry representation, would be to develop and maintain a constructive dialogue with industry stakeholders. This process would help to ensure that the Commonwealth's objectives in managing the fair and effective generation of taxation revenues from the transport sector would relate effectively with support programs the emerging alternate fuels sector.

This process would ensure a “whole of government” approach in this increasingly important area of national policy.

ESTABLISH AN ONGOING ALTERNATE FUELS TASK FORCE, AND A “WHOLE OF GOVERNMENT” APPROACH

Support the Establishment of Public Access Natural Gas Refuelling

The previous Compressed Natural Gas Infrastructure Program (CNGIP) proved to be a total failure. The reasons for its inability to deliver the intended outcomes are now a matter of history. However, there is still a need to provide a level of support for both CNG and LNG refuelling facilities.

The re-introduction of a revised infrastructure program, developed in conjunction with industry representatives and designed to attract investment, would be an essential component of any integrated package of support.

RE-INTRODUCE A REVISED NATURAL GAS INFRASTRUCTURE PROGRAM FOR CNG AND LNG

Passenger and Light Commercial Vehicles

Passenger and light commercial vehicles constitute 97% of the national vehicle fleet and contribute 78% of the pollution and greenhouse gases generated by vehicles. At this time there are no Commonwealth or State Government programs to support this sector of the national fleet.

The opportunity exists for Government to promote the take-up of Natural Gas passenger and light commercial vehicles through a range of initiatives that complement the existing Commonwealth programs.

It is recommended that the Government consider the provision of a subsidy for *fleet* passenger and light commercial vehicles that are purchased new as Natural Gas capable, or converted to run on Natural Gas. This program would be targeted at fleet vehicles for several reasons:

- It would be easier to administer, and would target the greatest proportion of high mileage vehicles, such as taxis, government (state and local) vehicles, courier and small delivery vehicles and company sales staff.
- It would create a market that would encourage the development of Original Equipment Manufacturer (OEM) vehicles such as Ford Falcon, Holden Commodore, and Mitsubishi and Toyota light commercial vehicles.
- These vehicles generally have a rapid turnover, and are sold into the private market, which would rapidly increase the installed base at the least possible cost.
- By increasing the installed base quickly, it would guarantee the viability and future development of the public refuelling network.

INTRODUCE A SUPPORT PROGRAM FOR FLEET-OPERATED PASSENGER AND LIGHT COMMERCIAL VEHICLES

Government Fleets

Government should lead by example. It is recommended that the Government consider a plan to mandate that an increasing proportion of Commonwealth, State and local government fleet vehicles be Natural Gas capable. This would provide environmental leadership, while again helping to underpin the long-term viability and growth of the refuelling network and supporting the concept of OEM production of vehicles.

A commitment to 10% of Government fleets being Natural Gas capable in the first year, increasing to 25% in the fifth year of the program would support the growth of the industry and would result in substantial economic and environmental benefits for Australia. These vehicles would be in addition to those identified in the subsidy scheme above, and although there will be an additional capital cost to government, the majority of these costs would be recovered at the time of disposal.

PROVIDE LEADERSHIP BY ESTABLISHING MANDATES FOR ALTERNATIVE FUELLED VEHICLES FOR GOVERNMENT FLEETS

CONCLUSION

Natural Gas Vehicles are a mature technology throughout the world, and are therefore *the* "here and now" solution to considerable energy use and environmental problems caused by traditional transport fuels. Vehicles operating on Natural Gas are already meeting emissions standards which aren't due to be implemented in Australia until 2006-7. These vehicles are delivering immediate health benefits and the technology can be implemented not only in new vehicles but also by converting older vehicles.

Natural Gas vehicles deliver immediate, medium-term and long-term benefits to the community. The technology is available now and paves the way for diversity and security of fuel supply, energy independence and for the establishment of a hydrogen transport economy. They provide a stable cost base and do not result in a net export of wealth to oil producing and refining nations. They deliver immediate improvements to air quality, noise emissions and greenhouse emissions.

If the above recommendations were to be adopted, the Australian NGV industry could become sustainable within the time frame of the proposals. The additional cost to the Budget would be no more than 50 cents per resident per year, while the impact on Australia would be significant as we would become less dependent on crude oil for transport fuels and increase our use of an abundant, clean, indigenous fuel.

How can Australia not follow the trends currently being set overseas and diversify the use of transport fuels to include Natural Gas? Much of the debate regarding fuels has already been concluded in the public domain with the majority of informed stakeholders concluding that Natural Gas should play an important role in the Australian transport industry.

The question we need to answer is "How quickly and how widely can we adopt Natural Gas as a vehicle fuel to respond to these challenges?"

The Energy Grants (Cleaner Fuels) Scheme Bill must be expanded **now** to ensure that all clean alternative fuels are dealt with on a fair and equitable basis. As part of this process, there needs to be a clear and unequivocal message from Government that all alternative fuels will be treated equitably and that they will have its active encouragement through effective and targeted support programs.

The current perception, that the Australian Government intends to treat clean alternative fuels even less favourably than existing petroleum fuels, is exactly the opposite of existing world-wide best practice.

We have this last opportunity to implement policies, involving the Energy, Resource, Industry and Environment portfolios, to create an environment where Natural Gas Vehicles (and other clean technologies) can play a significant and positive role in the energy industry.

The attached document provides a more comprehensive overview of the benefits to Australia of an integrated program of support for NGVs. We will have other relevant documentation available at the hearing if it will assist the Committee in its consideration of the Bill.

We urge all parties to take a position of leadership and to consider the recommendations in this paper as part of their energy strategies. We will, of course, be available to provide any other information, advice or data to assist in reaching a favorable decision.

Kevin Black
Managing Director
The Natural Gas Vehicles Group Pty Ltd
PO Box 3120
LIVERPOOL NSW 2170

PH: (02) 9730 3673
FAX: (02) 9730 3796

EMAIL: kevin.black@naturalgasvehicles.com.au

OCTOBER 2003