

From: [REDACTED]
To: [vemissions](#)
Cc: [REDACTED]
Subject: RE: TRIUMPH MOTORCYCLE COMPANY SUBMISSION -VEHICLE EMISSIONS DISCUSSION PAPER
Date: Friday, 8 April 2016 5:25:03 PM

To Whom It May Concern

Dear Sir/Madam,

On behalf of Triumph Motorcycle Company UK, I hereby submit the Company's comments in response to request for submissions as contained in the Vehicle Emissions Discussion Paper, released February last.

- Australia typically receives Triumph bikes that will meet either the emission standards of the EC or US. This is because to completely remove any antipollution equipment would be more costly and would require more stock management than the cost of that equipment itself.
 - All Triumph models will comply with Euro 5 when compelled to do so in the EU.
 - In Europe there is no discussion about the introduction of CO2 limit and Australia has no test cycle currently to measure CO2 levels for motorcycles. Therefore, making any determination for a CO2 limit on motorcycles is considered to be premature and researching what the fleet is actually doing now (by way of fuel consumption and thereby CO2 emissions) should be a first step to take if it is deemed that a CO2 requirement is justified for Australia .
 - However to impose a CO2 requirement for motorcycles in Australia which make up less than 4.5% of the registered vehicle fleet (and on average consume less fuel for each kilometre travelled than light vehicles and thereby emitting much less CO2), would be contrary to European practice and unjustified for Australia.

Regards

Paul P

ALLIED AUTOMOTIVE 
CONSULTING SERVICES P/L

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