

OC240763

26 July 2024



Tēnā koe 

I refer to your email 3 July 2024, requesting the following under the Official Information Act 1982 (the Act):

“All policy advice provided to the Minister of Transport with respect to reviewing the Clean Car Standard targets”

The following information fall within the scope of your request and is detailed in the attached as Annex 1. The schedule outlines how the information you requested has been treated under the Act.

Certain information is withheld under the following sections of the Act:

- | | |
|--------------|---|
| 9(2)(ba)(i) | to protect information which is subject to an obligation of confidence or which any person has been or could be compelled to provide under the authority of any enactment, where the making available of the information would be likely to prejudice the supply of similar information, or information from the same source, and it is in the public interest that such information should continue to be supplied |
| 9(2)(ba)(ii) | protect information which is subject to an obligation of confidence or which any person has been or could be compelled to provide under the authority of any enactment, where the making available of the information would be likely otherwise to damage the public interest. |
| 9(2)(f)(iv) | to maintain the constitutional conventions for the time being which protect the confidentiality of advice tendered by Ministers of the Crown and officials. |

Certain information is refused under the following section of the Act:

- | | |
|-------|---|
| 18(d) | the information requested is or will soon be publicly available |
|-------|---|

With regard to the information that has been withheld under section 9 of the Act, I am satisfied that the reasons for withholding the information at this time are not outweighed by public interest considerations that would make it desirable to make the information available.

You have the right to seek an investigation and review of this response by the Ombudsman, in accordance with section 28(3) of the Act. The relevant details can be found on the Ombudsman's website www.ombudsman.parliament.nz

The Ministry publishes our Official Information Act responses and the information contained in our reply to you may be published on the Ministry website. Before publishing we will remove any personal or identifiable information.

Nāku noa, nā



Nick Paterson
Manager Environment

Annex 1. Clean Car Standard targets

| # | Document title | Date | Treatment under the Act |
|-----------------------|--|-------------------------------|---|
| 1 | OC231156 Proposed timetable and approach for the 2024 Clean Car Standard's CO2 targets review – Briefing | 19 January 2024 | Refused under section 18(d) as the information requested is or will soon be publicly available. |
| 2 | OC240160 Update on the work related to the Clean Car Standard – Briefing | 6 March 2024 | Refused under section 18(d) as the information requested is or will soon be publicly available. |
| 3 | OC240274 Outcome of the review of the Clean Car Importer Standard - Briefing | 15 May 2024 | Refused under section 18(d) as the information requested is publicly available here: https://www.transport.govt.nz/assets/Uploads/Outcome-of-the-review-of-the-Clean-Car-Importer-Standard-11-June-2024-Redacted.pdf |
| 4 | Outcome of the review of the Clean Car Importer Standard – Cabinet paper | 25 June 2024 | Refused under section 18(d) as the information requested is publicly available here: https://www.transport.govt.nz/assets/Uploads/Outcome-of-the-review-of-the-Clean-Car-Importer-Standard-11-June-2024-Redacted.pdf |
| 5 | Regulatory Impact Statement: Revising the Clean Car Importer Standard | 25 June 2024 | Refused under section 18(d) as the information requested is publicly available here: https://www.transport.govt.nz/assets/Uploads/Outcome-of-the-review-of-the-Clean-Car-Importer-Standard-11-June-2024-Redacted.pdf |
| Weekly reports | | | |
| 6 | Weekly Report February | Week ending 2 February 2024 | Released in full |
| 7 | Weekly Report March | Week ending 1 March 2024 | Released in full |
| 8 | Weekly Report April | As at Wednesday 10 April 2024 | Released in full |
| 9 | Weekly Report April | As at Wednesday 17 April 2024 | Released in full |
| 10 | Weekly Report April | As at Wednesday 24 April 2024 | Released in full |
| 11 | Weekly Report May | As at Wednesday 8 May 2024 | Released in full |
| 12 | Weekly Report May | As at Wednesday 15 May 2024 | Released in full |

| # | Document title | Date | Treatment under the Act |
|---------------|---|-----------------------------|---|
| 13 | Weekly Report May | As at Wednesday 22 May 2024 | Released in full |
| 14 | Weekly Report May | As at Wednesday 29 May 2024 | Some sections withheld under the following sections: 9(2)(ba)(ii) 9(2)(2)(f)(iv) |
| 15 | Weekly Report entries June | June 2024 | Refused under section 18(d) as the information requested is or will soon be publicly available |
| Emails | | | |
| 16 | Email: "CCS Ministry Action from Officials" | 21 June 2024 | Refused under section 18(d) as the information requested is or will soon be publicly available. |
| 17 | Word document – table explaining the CCS modelling. <i>This is an attachment to doc # 16 email " CCS Ministry Action from Officials"</i> | 21 June 2024 | Refused under section 18(d) as the information requested is or will soon be publicly available |
| 18 | Email: "Letter from Tesla – CCS review" | 24 June 2024 | Refused under section 18(d) as the information requested is or will soon be publicly available |
| 19 | "Tesla submission – NZ Clean Car Standard review" <i>This is an attachment to doc #18 email "letter from Tesla – CCS review"</i> | 13 June 2024 | Refused under section 18(d) as the information requested is or will soon be publicly available. |
| 20 | Letter to MoT.docx.pdf <i>This is an attachment to doc #18 email "letter from Tesla – CCS review"</i> | 21 June 2024 \ | Withheld in full under the following section of the Act 9(2)(ba)(i) |

Weekly report for the week ending 2 February

| Minister Brown | |
|--|---|
| Clean Car Standard's 2025–2027 CO2 target review | |
| <p>We have emailed the Imported Motor Vehicle Association (VIA), Motor Trade Association (MTA) and Motor Industry Association (MIA) seeking their feedback on whether the proposed timeline for the review will ensure that the vehicle industry has good visibility and lead-in time to inform its decisions. We will inform you of that feedback once it is received.</p> <p>We have had discussions with Australian officials from the Department of Infrastructure, Transport, Regional Development, Communications, and the Arts. They advised that:</p> <ul style="list-style-type: none">• in March 2024 the Department will be publicly consulting on the Australian Government's options for annual CO2 targets, and• the intention is that legislation be passed this year to enable the Australian equivalent of the Clean Car Standard to be in effect from 2025. <p><i>Responsibility: Siobhan Routledge, Acting DCE, Policy Group</i></p> | <p>Next steps:</p> <p>Once you have confirmed the scope of the review, we will engage with the vehicle industry for their views on the best approach for the review and how they would like to be involved.</p> <p>We will incorporate the Australian draft targets into the options considered by the review once they become public.</p> |

RELEASED UNDER THE OFFICIAL INFORMATION ACT 1982

Weekly report March. Week ending 1 March 2024

| Briefings to Minister Brown – Other Priorities | Due date |
|---|------------------------------|
| <p>Update on issues related to the Clean Car Importer Standard</p> <p>Following engagement with the vehicle industry, this briefing will seek your decisions on the timeline and scope for the review of the Clean Car Importer Standard's targets. It also provides further information on aspects of the review, including the differences with the Australian proposal.</p> <p>The briefing will also include our initial advice on moving to a user pays approach for the Standard's administration.</p> <p><i>Responsibility: Siobhan Routledge, Acting DCE, Policy Group</i></p> | Week ending 8 March 2024. |

RELEASED UNDER THE
OFFICIAL INFORMATION ACT 1982

Weekly report April. As at Wednesday 10 April 2024.

Project: Clean Car Importer Standard

Review of the Clean Car Importer Standard (the Standard)

We have completed our initial analysis on the achievability of the 2025–2027 targets and enhancements that could be made to the Standard's flexibility measures. This analysis concludes that apart from the 2025 target for passenger vehicles (cars and SUVs), all the other 2025–2027 targets are too stringent and are unlikely to be achieved.

To ease the targets, we have developed a draft proposal to align the targets with the ones being progressed in Australia. This proposal includes setting targets out to 2029 consistent with the Australian proposal. It also makes three enhancements to the flexibility measures.

Consultation with the vehicle industry and the AA

We have sent our draft proposal to the Motor Industry Association, the Imported Motor Vehicle Industry Association, the Motor Trade Association, and the New Zealand Automobile Association for their feedback. A meeting has been arranged for 19 April 2024 to discuss their response.

Update on progress with the Australian fuel efficiency/CO2 standard

Legislation to introduce a fuel efficiency/CO2 standard was introduced into the Australian Parliament on 27 March 2024. This legislation envisages the Australian standard being in effect from 1 January 2025 with targets set to 2029. The key change made to the Australian proposal, following public consultation, was to ease the targets for light commercial vehicles. This adjustment was done to reflect changes to the US standard and to compensate for the Australian standard not providing technology credits. Internationally these credits have the effect of weakening the stringency of CO2 targets.

Weekly report April. As at Wednesday 17 April 2024.

Project: Clean Car Importer Standard

Review of the Clean Car Importer Standard (the Standard)

We have completed our initial analysis on the achievability of the 2025–2027 targets and enhancements that could be made to the Standard's flexibility measures. This analysis concludes that apart from the 2025 target for passenger vehicles (cars and SUVs), all the other 2025–2027 targets are too stringent and are unlikely to be achieved.

To ease the targets, we have developed a draft proposal to align the targets with the ones being progressed in Australia. This proposal includes setting targets out to 2029 consistent with the Australian proposal. It also makes three enhancements to the flexibility measures.

Consultation with the vehicle industry and the AA

We have sent our draft proposal to the Motor Industry Association, the Imported Motor Vehicle Industry Association, the Motor Trade Association, and the New Zealand Automobile Association for their feedback. A meeting has been arranged for 19 April 2024 to discuss their response.

RELEASED UNDER THE OFFICIAL INFORMATION ACT 1982

Weekly report April. As at Wednesday 24 April 2024.

Policy Group

Clean Car Standard, engagement with industry

Officials met with the Motor Industry Association (MIA), the Imported Motor Vehicle Industry Association (VIA), the Motor Trade Association, and the Automobile Association on Friday 19 April 2024 to get their feedback on our draft proposals. The discussions were positive, with a high level of support for the draft proposals (level of targets to 2029, measures to improve flexibility).

The one point of difference is the proposal to have uniform targets for passenger vehicles from 2025. The VIA support this proposal. However, it is not supported by the MIA as they do not consider the recommended targets achievable without weight-adjusting. An alternative that was floated was to consider a transitional period. We will continue to work this up as an option.

RELEASED UNDER THE
OFFICIAL INFORMATION ACT 1982

Weekly report May. As at Wednesday 8 May 2024.

Project: Clean Car Importer Standard

Review of the Clean Car Importer Standard (the Standard)

Following analysis of industry feedback, this briefing will set out our advice on the review of the Clean Car Importer Standard, including targets and flexibility arrangements. Following your feedback on this advice, we will move to drafting a Cabinet paper for consideration in June 2024.

Briefing: The review of the Clean Car Importer Standard

Date: Wednesday 15 May 2024

RELEASED UNDER THE OFFICIAL INFORMATION ACT 1982

Weekly report May. As at Wednesday 15 May 2024.

| Project: Clean Car Importer Standard | |
|--|---|
| Review of the Clean Car Importer Standard (the Standard) We have provided you a briefing setting out our advice on the review of the Clean Car Importer Standard's targets and flexibility measures. Following your feedback on this advice, we will draft a Cabinet paper for consideration in July 2024. | |
| Cabinet Paper: Outcome of the review of the Clean Car Importer Standard | To Lodge: 18 July 2024 To Committee: 24 July 2024 To Cabinet: 29 July 2024 |

RELEASED UNDER THE OFFICIAL INFORMATION ACT 1982

Weekly report May. As at Wednesday 22 May 2022.

| Project: Clean Car Importer Standard | |
|---|---|
| Review of the Clean Car Importer Standard (the Standard) | |
| <p>Following your feedback on our advice on the review of the Clean Car Importer Standard's targets and flexibility measures, we are drafting a Cabinet paper and regulatory impact statement for consideration by ECO on 26 June 2024. This is the earliest possible date for Cabinet decisions, and we will get a draft Cabinet paper to you in the week starting 27 May. We are also working on a draft regulatory impact statement that will be provided in the following week.</p> | |
| Cabinet Paper: Outcome of the review of the Clean Car Importer Standard | To Minister: 29 May 2024 To Lodge: 20 June 2024 To Committee: 26 June 2024 To Cabinet: 1 July 2024 |

RELEASED UNDER THE OFFICIAL INFORMATION ACT 1982

As at Wednesday 29 May 2024

| Project: Clean Car Importer Standard | |
|---|---|
| Review of the Clean Car Importer Standard (the Standard) | |
| s 9(2)(ba)(ii), s 9(2)(f)(iv) | |
| Departmental consultation has commenced. We intend to provide the draft regulatory impact statement by 5 June 2024 and the updated cabinet paper by 7 June. | |
| Cabinet Paper: Outcome of the review of the Clean Car Importer Standard | To Lodge: Thursday 13 June 2024 To Committee: Wednesday 19 June 2024 To Cabinet: Friday 24 June 2024 |

RELEASED UNDER THE OFFICIAL INFORMATION ACT 1982