

OC230295

12 June 2023

Tēnā koe

I refer to your two Official Information Act 1982 (the Act) requests received on 3 April 2023 and 10 May 2023 requesting the following information:

Request dated 3 April 2023: *“a copy of all reports, briefings and advice that the Ministry provided to the Minister of Transport in March 2023, excluding Weekly Reports.”*

Request dated 10 May 2023: *“copy of each of the briefings provided to the Minister of Transport in March 2023, as listed on the Ministry of Transport’s briefing list for March 2023.”*

[BriefingListMarch2023.pdf \(transport.govt.nz\)](#) “

On 3 May, we advised you of an extension to the time period for responding to your request. The extension was due to consultations necessary to make a decision on your request being such that a proper response could not reasonably be made within the original time limit. We have now completed the necessary consultations.

There were 55 documents in scope of your request:

- 29 are released with some information withheld or refused
- 23 are withheld (14 of which also have their titles withheld)
- three are refused.

As noted above, I am withholding the titles of 14 documents. Both the titles and the contents of these documents remain under active consideration, therefore no further details about these papers have been provided to you in this response.

Please note your name has been withheld from the briefings that relate to the requests you have made to the Minister of Transport. Normally this information would not be withheld when providing it to you but this is so our response can be published without additional redactions. We also have not provided you with the attachments for these briefings as you already hold the copy of the final response. This has been explained in the attached document schedule at Annex 1.

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

- | | |
|-------------|--|
| 9(2)(a) | to protect the privacy of natural persons |
| 9(2)(b)(ii) | to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information |

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)(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
9(2)(g)(i)	to maintain the effective conduct of public affairs through the free and frank expression of opinions by or between or to Ministers of the Crown or members of an organisation or officers and employees of any public service agency or organisation in the course of their duty
9(2)(h)	to maintain legal professional privilege
9(2)(j)	to enable a Minister of the Crown or any public service agency or organisation holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)
18(d)	the information requested is or will soon be publicly available

The above information is summarised in the document schedule at Annex 1.

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



Hilary Penman
Manager, Ministerial Services

Annex 1 - Document Schedule

Doc #	Reference	Document	Decision on release
1	OC230113	Reauthorisation of the Qantas/Emirates Alliance - Initial Advice	<p>Refused under Section 18(d).</p> <p>The briefing can be found on the Ministry's website here:</p> <p>https://www.transport.govt.nz/area-of-interest/air-transport/airline-code-share-and-alliance-agreements/</p>
2	OC230128	Te Manatū Waka Ministry of Transport protocol for Official Information Act Responses and Proactive Releases Involving Ministers	Released with some information withheld under Section 9(2)(a).
3	OC230143	Air New Zealand Kiwi Shareholder	Released with some information withheld under Section 9(2)(a).
4	OC230150	Proactive Release of Cabinet Paper on the Funding Re-Allocation from the Northern Pathway to the Eastern Busway	<p>Released with some information withheld under Section 9(2)(a).</p> <p>The attachments are refused under Section 18(d) as they are available on the Ministry's website.</p> <ul style="list-style-type: none"> • Cabinet paper - Funding Re-allocation from the Northern Pathway to the Eastern Busway https://www.transport.govt.nz/assets/Uploads/Cabinet-paper_Funding-reallocation-from-the-Northern-Pathway-to-the-Eastern-Busway.pdf • Minute – ENV-22-MIN-0042 https://www.transport.govt.nz/assets/Uploads/Cabinet-Committee-Minute_Funding-reallocation-from-the-Northern-Pathway-to-the-Eastern-Busway.pdf
5	OC230068	Update on Fullers' Waiheke Ferry Service and SuperGold Card Travel	Released with some information withheld under Sections 9(2)(a), 9(2)(b)(ii), 9(2)(f)(iv), 9(2)(g)(i) and 9(2)(j).
6	OC230069	Proactive Release of Regulatory Systems (Transport) Amendment Bill No 2 Cabinet Paper - Policy Approvals	<p>Released with some information withheld under Section 9(2)(a).</p> <p>The attachments are refused under Section 18(d) as they are available on the Ministry's website.</p> <p>https://www.transport.govt.nz/assets/Uploads/Proactive-release-of-Regulatory-Systems-Transport-Amendment-Bill-No-2-Policy-Approvals-package.pdf</p>
7	OC230100	Changes to Land Transport Regulatory Charges and Fees – Update on Draft Cabinet Paper Consultation	<p>Released with some information withheld under Sections 9(2)(a) and 9(2)(f)(iv).</p> <p>The attachment – Draft Cabinet paper – is refused under Section 18(d).</p> <p>The Final Cabinet paper and Cost Recovery Statement will be published on the Ministry's website soon.</p>

Doc #	Reference	Document	Decision on release
8	OC230109	Draft GPS 2024: Revised Draft For Review	Withheld in full under Section 9(2)(f)(iv).
9	OC230163	Wellington Regional Leadership Committee Meeting on 7 March 2023	Released with some information withheld under Section 9(2)(a). Attachment 3 – Refused under Section 18(d) as it can be found on the Ministry's website here: https://www.gw.govt.nz/assets/Documents/2023/03/Wellington-Regional-Leadership-Committee-7-March-2023-order-paper.pdf
10	OC230141	Land Transport Management (Regional Fuel Tax Scheme - Auckland) Amendment Order 2023	Released with some information withheld under Section 9(2)(a) and the attachment is withheld under Section 9(2)(h). The final version of the Amendment Order can be found here on legislation.govt.nz.
11	OC230160	Civil Aviation Authority Board Membership	Withheld in full under Section 9(2)(f)(iv).
12	OC230037	Official Information Act request from [Name Withheld] Regarding Meetings and Correspondence Between the Minister's Office and the Vehicle Industry on the Clean Car Standard and Clean Car Discount	Released with some information withheld under Sections 9(2)(a), 9(2)(b)(ii). Attachments – The final response sent to the requester has been included, not the draft version that was sent with the briefing. We believe this satisfies the request.
13	OC230187	Road to Zero Ministerial Oversight Group Meeting 13 March 2023	Released with some information withheld under Sections 9(2)(a), 9(2)(f)(iv) and 9(2)(g)(i) and refused under 18(d). The information refused under Section 18(d) will soon be available on the Ministry's website: https://www.transport.govt.nz/area-of-interest/safety/road-to-zero/
14	OC230118	New Zealand Rail Plan - Progress, Priorities, Cost Pressures, and Next Steps	Released with some information withheld under Sections 9(2)(a) and 9(2)(f)(iv).
15	OC230190	Electric vehicle (EV) Charging Work Programme - Options for Implementation and Governance Following Publication of National Strategy	Released with some information withheld under Sections 9(2)(a) and 9(2)(f)(iv).
16	OC230076	Implications of Permanent Half Price Total Mobility Funding	Refused under Section 18(d) Once published, the briefing will be available on the Ministry's website here: https://www.transport.govt.nz/about-us/what-we-do/proactive-releases/SearchForm
17	OC230195 2223-2934	Event Briefing Meeting with Z Energy	Released with some information withheld under Section 9(2)(a).
18	OC221092	Congestion Charging Outstanding Policy Advice	Withheld in full under Section 9(2)(f)(iv).
19	OC230164	Update on Let's Get Wellington Moving	Released with some information withheld under Sections 9(2)(a), 9(2)(f)(iv) and 9(2)(g)(i).

Doc #	Reference	Document	Decision on release
20	OC230158	Official Information Act request from [Name Withheld] Requesting Briefing Titled Update on NZ Freight and Supply Chain Strategy	Released with some information withheld under Sections 9(2)(a) and 9(2)(f)(iv). You were sent the final response on 27 March 2023, therefore only the cover briefing has been released under this request.
21	OC230199	Additional Funding for the Auckland City Rail Link Project Cabinet Paper	Refused under Section 18(d).
22	OC230212	Waka Kotahi NZ Transport Agency Board - Next Steps	Withheld in full under Section 9(2)(f)(iv).
23	OC230188	Transport Chapter ERP Dashboard as at 31 January 2023	Released with some information withheld under Section 9(2)(f)(iv).
24	OC230225	Approval of Transport and Public Works Legislation to be Included in Severe Weather Emergency Response Bill	Released with some information withheld under Sections 9(2)(a) and 9(2)(f)(iv).
25	OC230210	Proactive release of the Infringement and Reminder Notices Amendment Regulations Cabinet paper	Released with some information withheld under Section 9(2)(a). The attachments are refused under Section 18(d) as they are available on the Ministry's website here: <ul style="list-style-type: none"> • Cabinet paper – Amendment to the Land Transport (Infringement and Reminder Notices) Regulations 2012 https://www.transport.govt.nz/assets/Uploads/Amendment-to-the-Land-Transport-Infringement-and-Reminder-Notices-Regulations-2012-2.pdf • Cabinet minute – LEG-23-MIN-0006 https://www.transport.govt.nz/assets/Uploads/LEG-23-MIN-0006-Minute-2.pdf
26	OC230235	Electric Vehicle Charger Connection Costs	Released with some information withheld under Sections 9(2)(a), 9(2)(ba)(i) and 9(2)(f)(iv).
27	OC230241	Ferry Stakeholder Meeting	Released with some information withheld under Sections 9(2)(a), 9(2)(f)(iv) and 9(2)(j).
28	OC230178	Official Information Act Request From [Name Withheld] Relating to Marpol Annex VI	Released with some information withheld under Section 9(2)(a). Attachments – The final response sent to the requester has been included, not the draft version that was sent with the briefing. We believe this satisfies the request.
29	OC230193	Sustainable Aviation Aotearoa 2023	Released with some information withheld under Section 9(2)(a).
30	OC230179	Official Information Act request from [Name Withheld] Regarding Random Roadside Drug Testing	Released with some information withheld under Sections 9(2)(a) and 9(2)(g)(i). You were sent the final response on 3 April 2023, therefore only the cover briefing has been released under this request.

Doc #	Reference	Document	Decision on release
31	OC230192	Official Information Act request from [Name Withheld] Regarding Correspondence with Local Councils Relating to the Government Policy Statement 2024	Released with some information withheld under Section 9(2)(a). You were sent the final response on 5 April 2023, therefore only the cover briefing has been released under this request.
32	OC221070 T2022/268 6	New Zealand Upgrade Programme: Overarching Advice	Released with some information withheld under Sections 9(2)(a), 9(2)(b)(ii), 9(2)(f)(iv) and 9(2)(j).
33	OC221121	Auckland Transport Alignment Project (ATAP) Implementation Report 1 July - 31 December 2022	Released with some information withheld under Sections 9(2)(a) and 9(2)(j).
34	OC230247	Speed Management Committee - Appointments	Withheld in full under Sections 9(2)(a) and 9(2)(f)(iv).
35	OC230268	Draft Estimates 2023-24 and Supplementary Estimates 2022-23 for Vote Transport	Refused under Section 18(d) Once published, the briefing will be available on the Ministry's website here: https://www.transport.govt.nz/about-us/what-we-do/proactive-releases/SearchForm
36	OC230269	Transport Regulatory Work Programme Update December 2022 and March 2023	Refused under Section 18(d). The briefing is available on the Ministry's website here: https://www.transport.govt.nz/assets/Uploads/OC230269-Annexes-Redacted.pdf
37	OC221107	Reshaping Streets - Policy approvals	Withheld in full under Section 9(2)(f)(iv).
38	OC230276 BRI-2727	Transport Choices Ministerial Briefing March 2023	Withheld in full under Section 9(2)(f)(iv).
39	OC230262	Proactive release of Cabinet paper for approval to introduce the Land Transport Management (Regulation of Public Transport) Amendment Bill	Released with some information withheld under Sections 9(2)(a), 9(2)(f)(iv) and 9(2)(g)(i). The attachments are refused under Section 18(d) as they are available on the Ministry's website here: <ul style="list-style-type: none"> Briefing - Draft paper seeking approval to introduce the Land Transport Management (Regulation of Public Transport) Amendment Bill https://www.transport.govt.nz/assets/Uploads/BRIEFING-PAPER-Draft-paper-seeking-approval-to-introduce-the-Land-Transport-Management-Regulation-of-Public-Transport-Amendment-Bill-With-Cover-Page.pdf Cabinet paper seeking approval to introduce the Land Transport Management (Regulation of Public Transport) Amendment Bill https://www.transport.govt.nz/assets/Uploads/CABINET-PAPER-Land-Transport-Management-Regulation-

Doc #	Reference	Document	Decision on release
			of-Public-Transport-Amendment-Bill-approval-for-Introduction.pdf <ul style="list-style-type: none"> • LEG-23-MIN-0011 https://www.transport.govt.nz/assets/Uploads/CABINET-MINUTES-Land-Transport-Management-Regulation-of-Public-Transport-Amendment-Bill-Approval-for-Introduction.pdf
40	OC230263	Cyclone Gabrielle and Upper North Island Flooding – Transport Recovery and Rebuild	Released with some information withheld under Sections 9(2)(a) and 9(2)(f)(iv).
41	OC230230	Updates to Output Plan 2022/23	Released with some information withheld under Sections 9(2)(a) and 9(2)(f)(iv).



Document 2

1 March 2023

OC230128

Hon Michael Wood
Minister of Transport

Action required by:
Wednesday, 22 March 2023

TE MANATŪ WAKA MINISTRY OF TRANSPORT PROTOCOL FOR OFFICIAL INFORMATION ACT RESPONSES AND PROACTIVE RELEASES INVOLVING MINISTERS

Purpose

Seek your approval to sign the attached protocol document.

Key points

- In his report 'OIA Compliance and Practice in the Ministry of Transport', published October 2021, the Ombudsman recommended Te Manatū Waka Ministry of Transport (the Ministry) adopt a protocol to govern interactions with Ministers' Offices.
- The Ministry has prepared the attached protocol [Ministry Protocol for OIA Responses and Proactive Releases Involving Ministers] to provide guidance on both Official Information Act responses and proactive releases.
- It is based on the Ombudsman's draft protocol and draws heavily on the protocol you have already signed with Waka Kotahi New Zealand Transport Agency (signed 24 September 2021).
- Your Office was consulted on an earlier version of this protocol and that feedback was incorporated, particularly as it relates to the proactive release of information.
- The protocol provides both the Ministry and your Office with a framework to guide any discussions relating to Official Information Act responses and provides guidance around timings related to proactive release.
- Following your signature, the Ministry will provide a copy to the Associate Minister of Transport with the recommendation that she also signs it.
- In line with the recommendation of the Ombudsman, the Ministry will publish the signed protocol on the Ministry's website as part of its commitment to proactive release.

Recommendations

We recommend you:

- 1 **Sign** the attached protocol document
- 2 **Note** the Ministry will publish the signed protocol on its website in accordance with the recommendation from the Ombudsman

HAR

 Hilary Penman
Manager, Ministerial Services
1. / ...3... / ..2023....

 Hon Michael Wood
Minister of Transport
 / /

Minister's office to complete:

- Approved
- Declined
- Seen by Minister
- Not seen by Minister
- Overtaken by events

Comments

Contacts

Name	Telephone	First contact
Hilary Penman, Manager, Ministerial Services	s 9(2)(a)	✓
Megan Shields, Team Leader, Official Correspondence		

Te Manatū Waka Ministry of
Transport protocol on dealing with
Official Information Act requests
involving the Minister of Transport
and the proactive release of
information

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THE OFFICIAL INFORMATION ACT 1982



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Background and purpose

The parties to this protocol are Te Manatū Waka Ministry of Transport (the Ministry) and the Minister of Transport (the Minister).

This protocol is effective from the date signed. It expires when the present Minister of Transport no longer holds that position.

The purpose of this protocol is to set out how the Ministry and the Minister (as well as the Minister's office on the Minister's behalf) will engage on Official Information Act (OIA) requests involving the Minister made to the Ministry, and the proactive release of information.

The Ministry intends to publish the operative version of this protocol on its website.

Part One: OIA requests

OIA requests involving the Minister are ones where there is the potential for the Minister to be affected by the release of the requested information because:

- it relates to their functions or activities as a Minister;
- the Minister may be required to prepare for the possibility of public or political commentary.

1 Context and principles

- 1.1 The Ministry and the Minister acknowledge the principle of availability that underpins the Official Information Act (the Act), which means that official information must be made available on request unless there is good reason, in terms of the Act, for withholding it.¹
- 1.2 The Ministry, the Minister, and the Minister's office, will apply this protocol in a way that does not interfere with statutory obligations to make and communicate decisions on OIA requests as soon as reasonably practicable and within 20 working days² (subject to extension only where necessary),³ and to release official information without undue delay.⁴
- 1.3 The Minister recognises that the Ministry is responsible for making decisions on OIA requests it receives, unless those requests are required to be transferred to the Minister (or other appropriate organisations) in accordance with [section 14](#) of the Act.
- 1.4 The Ministry recognises that the Minister may need to make, be involved in, or know about decisions on OIA requests involving the Minister.

¹ See [s 5](#) OIA.

² See [s 15\(1\)](#) OIA.

³ See [s 15A](#) OIA.

⁴ See [s 28\(5\)](#) OIA.

- 1.5 The Ministry will work with the office of the Minister to identify OIA requests involving the Minister and decide the appropriate mechanism for dealing with them, which may include:
- transfer;
 - consultation;
 - notification of the decision;
- 1.6 The Ministry and the Minister acknowledge that this is a decision to be made on the facts of each request, and in accordance with the law, and not pursuant to any general policy or directive.

2 Notification of requests

- 2.1 The Ministry will notify the office of the Minister of receipt of any OIA requests involving the Minister including, but not limited to where the requested information:
- relates to the Minister's functions or activities;
 - could impact on the Minister's functions or activities;
 - was generated by or on behalf of the Minister;
 - is sensitive or controversial;
 - is likely to be published in the news media⁵ or debated in the House.
- 2.2 Notification of receipt of OIA requests will be carried out through a weekly list supplied to the Minister's office from the Ministry's Official Correspondence Unit.

3 Transfer

- 3.1 The Ministry will transfer all or part of an OIA request to the Minister when that is required under [section 14](#) of the Act—that is when the requested information is:
- not held by the Ministry but is believed by the person dealing with the request to be held by the Minister;
 - believed by the person dealing with the request to be more closely connected with the functions of the Minister.
- 3.2 The need for transfer will be determined on the facts of the particular request, with regard to the specific information at issue and the functions of the Minister, and in consultation with the office of the Minister.
- 3.3 The Minister will likewise transfer all or part of an OIA request to the Ministry when that is required under [section 14](#) of the Act.

⁵ Following the definition in [s 68\(5\) of the Evidence Act 2006](#), 'news media' is media for the dissemination to the public or a section of the public of news and observations on news. Following the judgment of the High Court in *Slater v Blomfield* [2014] NZHC 2221, this can include a blogger who regularly disseminates news (ie, new information about recent events or events of interest to the public), or observations on news, to a significant body of the public.

4 Consultation

- 4.1 The Ministry will work with the office of the Minister to identify requests requiring consultation.
- 4.2 Consultation may be required with the Minister where, for example:
- the Minister supplied the information;
 - it is about, or relates to, the functions or activities of the Minister;
 - release could affect the Minister's functions or activities or legitimate interests.
- 4.3 The Ministry will provide the Minister with all information necessary for informed consultation, including the request, the information at issue, and the decision the Ministry proposes to take. The Ministry will allow a minimum of five working days for consultation to take place, unless the circumstances of the particular request demand a shorter period of time.
- 4.4 The office of the Minister will respond to all consultations as expeditiously as possible. The office of the Minister will let the Ministry know if more time is required so that the Ministry can consider whether it is necessary to extend the maximum 20 working days for making a decision on the request.
- 4.5 The office of the Minister will provide appropriate input in response to the Ministry requests for consultation. Appropriate input means comments and suggestions regarding the:
- proper application of the withholding grounds and the public interest test;
 - knowledge or release of additional information, including additional explanatory material to place the information that is being released in its proper context;
 - proactive release of the same information to others, provided there is no undue delay in providing that information to the requester.
- 4.6 Inappropriate input includes matters such as raising irrelevant considerations (like political embarrassment), or asking or instructing the Ministry to act in a way that would be contrary to the requirements of the Act, including withholding or delaying the release of official information without any proper statutory basis.
- 4.7 The Minister acknowledges that final responsibility for deciding on Ministry requests rests with the Ministry.
- 4.8 The Ministry will consider the input of the Minister's office on an OIA request in good faith and with an open mind, before deciding whether that input provides a reasonable basis for changing its proposed decision on the request. The Ministry may proceed to make a decision on an OIA request if the Minister's office does not respond to the consultation or advise that further time is required.

5 Notification of the decision

- 5.1 The Ministry will work with the office of the Minister to identify decisions on OIA requests requiring notification. Notification may be required where the requested information:

- is sensitive or controversial in nature;
 - relates to a matter of significance within his portfolio responsibilities;
 - relates to where the Minister has been previously briefed on a matter, to ensure they are kept up-to-date;
 - is likely to be published in the news media or debated in the House.
- 5.2 The Ministry will provide the Minister with all information necessary for notification, including the request, the information at issue, and the decision the Ministry is taking.
- 5.3 Notification to the Minister will be provided on the working day before the decision is communicated to the requester, unless the circumstances of the particular request demand it to be carried out on the same day. It will be for the Minister's information only and no feedback is sought.

6 Sending a copy of a sent response for information

- 6.1 The Ministry will work with the office of the Minister to identify responses where it is appropriate that a copy of a sent response be shared with the Minister for his information only.
- 6.2 The Ministry will provide the Minister with all the information provided to the requester. A copy of the response will be sent to the office of the Minister only after the response has been sent to the requester.

7 Record keeping

- 7.1 The Ministry and the Minister will keep full and accurate records of interactions in relation to OIA requests, in accordance with normal prudent business practice, as required by [section 17\(1\)](#) of the Public Records Act 2005.

8 Assistance

- 8.1 The Office of the Ombudsman offers an advisory service on the operation of the Act. They can be contacted by email info@ombudsman.parliament.nz or freephone 0800 802 602. The Office should be contacted as early as possible to ensure it can answer any queries without delaying the response to an OIA request.

Part Two: Proactive release of information

9 Background

- 9.1 Cabinet Office Circular CO18(4) mandates that Cabinet papers and associated minutes be proactively released within 30 business days of decisions being made by Cabinet unless it is indicated it is not for publishing, or only partial material is to be published.

- 9.2 In addition to this, Cabinet agreed that government agencies should increase the breadth and depth of information proactively released by agencies (ref CAB-22-MIN-0168.01).
- 9.3 Material covered by this protocol includes Cabinet papers and associated minutes, briefings including the Weekly Report, and titles of briefings.

10 Preparing documents for release

- 10.1 Documents will be prepared for release by the Ministry, withholding information consistent with the grounds in the Official Information Act 1982.
- 10.2 The Office and the Ministry both acknowledge that Section 48 of the Act, which protects Ministers and agencies from civil or criminal liability where information is released under the Act, does not apply to information that is proactively released.

11 Process

- 11.1 All Cabinet papers and minutes marked as suitable for proactive release will be prepared for release by the Ministry. The Ministry will then seek the Minister's approval to publish the documents via a formal briefing. Once the Minister's approval is given, documents will be published on the Ministry's website.
- 11.2 Documents, including the Weekly Report, and titles of briefings suitable for proactive release will be prepared for release by the Ministry. Depending on the document, it may or may not require the Minister's approval. The Ministry will liaise with the Office to determine which documents can be approved for release by the Office, and which need the Minister's written approval.

12 Timing

- 12.1 The Office and the Ministry both acknowledge that there are time sensitivities around when information needs to be published.

Cabinet Papers

- 12.2 As stated above, unless otherwise noted, Cabinet material should be released within 30 business days of decisions being made.
- 12.3 To ensure Cabinet material is released within the 30 day timeframe mandated by Cabinet, if it is part of a larger proactive release including additional background documents the Ministry will provide the Cabinet material separately to enable the Office to prioritise it.
- 12.4 The Ministry will provide the Office a minimum of five days for review of material proposed for release.

Briefing Papers and Weekly Reports

- 12.5 In many cases there is a time imperative for briefings to be released.
- 12.6 Documents are requested under the OIA and can be refused under Section 18(d), if they will soon be publicly available. The Office of the Ombudsman states that

where this ground is used, information must be made publicly available within six to eight weeks of the refusal.

- 12.7 The Ministry will provide the Office a minimum of five days for review of material proposed for release.
- 12.8 In cases where a substantial amount of information is being released, the Ministry will advise the Office ahead of time.
- 12.9 The Office accepts they will respond within the stated timeframes to ensure statutory deadlines are met.

13 Disputes

- 13.1 Where disputes arise between the parties regarding the proper application of the Act, the proactive release of information, or this protocol, these should be referred to the Ministry's Deputy Chief Executive, Corporate Services, and the Ministerial Advisor in the Office of the Minister of Transport.

Signed by:



Date:

Date: 5 April 2023

Hon Michael Wood
Minister of Transport

Robyn Smith
**Pou Turuki, Te Kāhui Tangata
Deputy Chief Executive, Corporate Services**

On behalf of:

Tumu Whakarae, Te Manatū Waka
Chief Executive, Ministry of Transport

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THE OFFICIAL INFORMATION ACT 1982



Document 3

1 March 2023

OC230143

Hon Kiri Allan
Associate Minister of Transport

Action required by:
 Monday, 20 March 2023

cc Hon Michael Wood
Minister of Transport

AIR NEW ZEALAND KIWI SHAREHOLDER

Purpose

Advise you of the steps necessary for you to take over the rights and responsibilities of the Kiwi Shareholder in Air New Zealand.

Key points

- The Kiwi Share is a special rights convertible preference share issued by Air New Zealand to the Crown.
- It confers certain rights and responsibilities on the holder. Its primary intent is to protect Air New Zealand's access to other countries under inter-government air services agreements, by ensuring that "substantial ownership and effective control" of the airline remains in New Zealand hands.
- Among other things, the consent of the Kiwi Shareholder is required for certain changes in the ownership of Air New Zealand.
- At present, Hon Phil Twyford, the previous Minister of Transport, is the Kiwi Shareholder. ^{s 9(2)(a)} [REDACTED]
- The attached letter to the Prime Minister proposes that you be assigned the responsibility of Kiwi Shareholder.

Recommendations

We recommend you:

- 1 **sign** the attached letter to the Prime Minister which proposes that you, as Associate Minister of Transport, be the person entitled to exercise the rights and powers of the Kiwi Shareholder in accordance with Article 3.5 of Air New Zealand Limited's constitution; Yes / No
- 2 and, if the Prime Minister agrees with the above proposal,

3 **sign** the attached letter to Air New Zealand, notifying the company that you are the person entitled to exercise the rights and powers of the Kiwi Shareholder. Yes / No



Tom Forster
Manager, Economic Regulation

1 March 2023

Hon Kiri Allan
Associate Minister of Transport

..... / /

- Minister's office to complete:**
- Approved
 - Declined
 - Seen by Minister
 - Not seen by Minister
 - Overtaken by events

Comments

Contacts

Name	Telephone	First contact
Bronwyn Turley, Deputy Chief Executive, System & Regulatory Design	s 9(2)(a)	✓
Tom Forster, Manager, Economic Regulation		

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AIR NEW ZEALAND KIWI SHAREHOLDER

The Kiwi Shareholder is a mechanism to protect Air New Zealand's rights as a New Zealand airline

- 1 The Kiwi Share is a single \$1 special rights convertible preference share issued by Air New Zealand to the Crown. It confers certain rights and responsibilities on the holder.
- 2 The primary intent is to protect Air New Zealand's access to other countries by ensuring that "substantial ownership and effective control" of the airline remains in New Zealand hands. This is a requirement of many of the air services agreements under which Air New Zealand operates.
- 3 Air New Zealand's constitution sets out the rights and powers of the Kiwi Share and the Kiwi Shareholder.
- 4 Among other things, the written consent of the Kiwi Shareholder is required for any amendment, removal, or alteration in effect of specified provisions in the constitution. These include the name of the company, its place of incorporation, its principal place of business, the location of its head office and the nationality of its directors. In addition, the rights attaching to the Kiwi Share itself are entrenched and cannot be changed without the consent of the Kiwi Shareholder.
- 5 The consent of the Kiwi Shareholder is also required in relation to specified circumstances or events, including:
 - a) for an owner or operator of an airline business to hold or have an interest in an equity security in the company; and
 - b) for a non-New Zealand national to hold or have an interest in shares that confer 10 per cent or more of the total voting rights in the company.
- 6 The Kiwi Shareholder's role is separate from the ownership rights exercised by the Minister of Finance. The Minister of Finance holds 51 per cent of the ordinary shares in Air New Zealand on behalf of the Crown.

We propose that you become the Kiwi Shareholder

- 7 Air New Zealand's constitution provides that any Minister may give written notice to the Company Secretary of the person who can exercise the rights and powers of the Kiwi Shareholder.
- 8 Long-standing practice has been for the Minister of Transport to be assigned the rights and responsibilities of the Kiwi Shareholder in accordance with Air New Zealand's constitution, provided they held no personal shareholding in the airline.
- 9 At present, MP Phil Twyford, the previous Minister of Transport, is the named person.
s 9(2)(a)


- 10 We propose that you take on the role of Kiwi Shareholder. It fits closely with your delegated function as the airline's licensing authority under the Civil Aviation Act 1990. It relates to the grounds under which other countries could deny access to New Zealand airlines under air services agreements negotiated with those countries.

Next Steps

- 11 If you agree to the proposal, please sign the attached letter to the Prime Minister proposing that you be assigned the responsibility of Kiwi Shareholder.
- 12 If the Prime Minister agrees to the proposal, we have prepared a letter for your signature. The letter advises Air New Zealand, in accordance with Article 3.5(a) of the company's constitution, that you are the person entitled to exercise the rights and powers of the Kiwi Shareholder.
- 13 We will provide you with a briefing if Air New Zealand proposes an amendment to its constitution requiring your consent, or a specified event occurs that triggers the requirement for the consent of the Kiwi Shareholder. This may necessitate seeking external legal advice. Applications for consent have, in the past, been very infrequent.

Consultation

- 14 We consulted The Treasury, which supports our recommendation that you become the Kiwi Shareholder.

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Rt Hon Chris Hipkins
Prime Minister
Level 9
EXECUTIVE WING

Dear Chris

I have been advised that arrangements need to be made to reassign Ministerial responsibility for the Kiwi Share in Air New Zealand Limited.

The Kiwi Share in Air New Zealand is a single \$1 special rights convertible preference share issued to the Crown. It is primarily intended to give the Government the ability to maintain "substantial ownership and effective control" of the airline in New Zealand.

The Air New Zealand Constitution provides that any Minister may from time to time give written notice to the Company Secretary of the name of the person who may exercise the rights and powers of the Kiwi Shareholder. At present that person is MP Phil Twyford, the previous Minister of Transport.

Since 1990, the normal practice has been for the Minister of Transport to be the person assigned the rights and responsibilities of the Kiwi Shareholder. ^{s 9(2)(a)}

As you know, my delegated responsibilities as Associate Minister of Transport include aviation. Accordingly, and if you agree to me undertaking the role of Kiwi Shareholder, I will write to Air New Zealand informing them of the same.

Yours sincerely

Hon Kiri Allan
Associate Minister of Transport

UNCLASSIFIED

Hon Kiri Allan
Associate Minister of Transport
Executive Offices
Parliament Buildings
WELLINGTON

Dear Kiri

By letter of March 2023, you sought my agreement to your assuming the function of Kiwi Shareholder in Air New Zealand Limited.

I agree to you assuming the function of Kiwi Shareholder in Air New Zealand Limited and to you advising the airline's Company Secretary accordingly.

Yours sincerely

Rt Hon Chris Hipkins
Prime Minister

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UNCLASSIFIED

Ms Jennifer Page
Company Secretary
Air New Zealand Limited
Private Bag 92007
AUCKLAND

Dear Ms Page

With reference to Article 3.5(a) of the Constitution of Air New Zealand Limited, notice is hereby given that I, Kiri Allan, Associate Minister of Transport, am henceforth the person entitled to exercise the rights and powers of the Kiwi Shareholder in Air New Zealand Limited on behalf of the Crown.

Yours sincerely

Hon Kiri Allan
Associate Minister of Transport

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Document 4

1 March 2023

OC230150

Hon Michael Wood
Minister of Transport

Action required by:
Wednesday, 8 March 2023

PROACTIVE RELEASE OF CABINET PAPER ON THE FUNDING RE-ALLOCATION FROM THE NORTHERN PATHWAY TO THE EASTERN BUSWAY

Purpose

Seek your approval to proactively publish the Cabinet paper and associated minute titled 'Funding re-allocation from the Northern Pathway to the Eastern Busway' on Te Manatū Waka's website.

Number of papers	Two
Deadline for publishing	9 March 2022
Risks	We do not consider there are any significant risks with releasing the information proposed. However, some comments in the Cabinet paper around emissions reduction modelling and estimates may be questioned.

Recommendations

We recommend you:

- | | | |
|---|--|----------|
| 1 | approve Te Manatū Waka to publish the Cabinet paper and associated minute with redactions as marked on the Ministry's website | Yes / No |
| 2 | note the documents must be published by 9 March 2023 | |

Karen Lyons
Director Auckland
01 / 03 / 2023
..... / /

Hon Michael Wood
Minister of Transport
..... / /

- Minister's office to complete:**
- Approved
 - Declined
 - Seen by Minister
 - Not seen by Minister
 - Overtaken by events

Comments

Contacts

Name	Telephone	First contact
Abigail Wyatt, Auckland Advisor	s 9(2)(a)	✓
Karen Lyons, Director Auckland		

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PROACTIVE RELEASE ON THE FUNDING RE-ALLOCATION FROM THE NORTHERN PATHWAY TO THE EASTERN BUSWAY - CABINET PAPER

Background

- 1 On 25 October 2022, Cabinet made a decision on the paper titled '*Funding Re-allocation from the Northern Pathway to the Eastern Busway*'.
- 2 We propose publishing the Cabinet paper and associated minute with redactions as marked (included in Annex one) on Te Manatū Waka's (the Ministry's) website.
- 3 Cabinet circular (CO) 18(4) states that all Cabinet and Cabinet Committee papers and minutes be proactively released and published online within 30 business days of final decisions being taken by Cabinet. This is the case "unless there is good reason not to publish".
- 4 In line with CO 18(4), the Ministry was due to release the Cabinet paper and associated minute on its website on 6 December 2022. However, this was delayed due to:
 - time required to liaise with Auckland Transport in releasing costs and funding contributions
 - aligning with decisions related to the funding reallocation of the remaining Northern Pathway funding to other projects and other New Zealand Upgrade Programme related decisions.
- 5 Additionally, given your final standard weekend bag for 2022 was the week ending Friday 9 December (which was prior to the public announcement made on the Eastern Busway funding), and the first 2023 weekend bag was Friday 20 January, it is reasonable that these documents have not been published within 30 business days of final decisions being taken by Cabinet.
- 6 Please note the Cabinet paper was recently part of an Official Information Act 1982 (the Act) request received from s 9(2)(a). The Cabinet paper was withheld in full on the advice of your office.
- 7 It is worth highlighting that most of the information held in the Cabinet paper is publicly available and, because of this, we would propose only withholding some information under section 9(2)(j).

Review

- 8 The Ministry has reviewed these documents and proposes some content is withheld which is consistent with the grounds contained in the Act.
- 9 Note that whilst agencies withhold information in proactive releases consistent with the Act, Section 48 of the Act, which protects Ministers and agencies from civil or criminal liability where information is released under the Act, does not apply to information that is proactively released.

- 10 We recommend that information is withheld under the following sections of the Act:
- 9(2)(f)(iv) – information relating to the confidentiality of advice
 - 9(2)(j) – enable a Minister [or agency] holding the information to carry on, without prejudice or disadvantage, negotiations
- 11 Please note that the Ministry has previously withheld figures relating to the New Zealand Upgrade Projects Tagged Contingency Fund under section 9(2)(b)(ii) - unreasonable prejudice to a third party's commercial position. However, we have recently received advice from the Legal team that, based on case studies from the Ombudsmen guidance, the more appropriate ground to withhold these figures would be under section 9(2)(j). This change has been updated in the proposed redactions accordingly.

Risks and mitigations

- 12 We do not consider there are any significant risks with releasing this Cabinet paper or associated minute.
- 12.1 Figures relating to the New Zealand Upgrade Projects Tagged Contingency Fund have been redacted as this would show Waka Kotahi's willingness to pay, harming Waka Kotahi's ability to carry on, without prejudice or disadvantage, negotiations with construction companies in the future.
- 12.2 Figures relating to the total cost increase across the project are proposed to be released. We note there is an explanation in the document that outlines that the increase has been from inflationary pressures seen across the construction sector.
- 12.3 Some emissions estimates and modelling included in the Cabinet Paper hold a high degree of uncertainty and outline that a total net benefit in emissions is only expected to occur after 2050. The Climate Implications of Policy Assessment team has reviewed these figures and considers the estimates to be reasonable and follow good practice.

Consultation

- 13 We have consulted with Treasury, Waka Kotahi and Auckland Transport on the release of the Cabinet paper.

Annex one: Document schedule

Doc #	Document title	Details
1	Cabinet Paper – Funding Reallocation from the Northern Pathway to the Eastern Busway	Withhold some information under sections 9(2)(f)(iv) and 9(2)(j)
2	Minute [ENV-22-MIN-0042]	Withhold some information under section 9(2)(j)

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2 March 2023

OC230068

Hon Michael Wood
Minister of Transport

Action required by:
Wednesday, 8 March 2023

UPDATE ON FULLERS' WAIHEKE FERRY SERVICE AND SUPERGOLD CARD TRAVEL

Purpose

s 9(2)(j)

Key points

- The Crown funds the SuperGold Card Scheme (the Scheme) to provide free off-peak public transport for eligible cardholders. Crown funding is capped but adjusted annually against the CPI. s 9(2)(j)
- The Fullers Waiheke service is currently an exempt service. In 2018, Auckland Transport (AT) (on behalf of Te Manatū Waka) entered an agreement with Fullers which set out the terms and conditions for Fullers to receive Crown funding for providing free travel to SuperGold cardholders.

s 9(2)(j)

•

•

¹ Figures have been rounded.

- s 9(2)(j) [Redacted]

- s 9(2)(g)(i) [Redacted]

- s 9(2)(b)(ii) [Redacted]

Recommendations

We recommend you:

1	s 9(2)(j) [Redacted]	Yes / No
2	[Redacted]	Yes / No
	[Redacted]	Yes / No

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s 9(2)(f)(iv) [Redacted]

UPDATE ON FULLERS' WAIHEKE FERRY SERVICE AND SUPERGOLD CARD TRAVEL

The SuperGold Card scheme (the Scheme) provides free off-peak travel for cardholders

- 1 In 2008, Cabinet agreed to fund free off-peak travel on public transport for SuperGold cardholders [CAB Min (08) 37/8 refers]. The then Minister for Senior Citizens, Minister of Finance and the Acting Associate Minister for Seniors agreed to define 'off-peak' for the purposes of the concession as:
 - 1.1 on weekdays, from 9.00am – 3.00pm and from 6.30pm until the end of services for the day and
 - 2.1 on weekends and public holidays, all day and night.
- 2 Concessionary eligibility in Auckland is from 9.00am to the end of services of the day, with no cut-off in the afternoon. Auckland Council and AT fund free travel for SuperGold cardholders in the afternoon peak.
- 3 In 2015, Cabinet clarified that a condition of the Crown providing funding for SuperGold concessions is that free, off-peak travel is available to all SuperGold cardholders for the full financial year [EGI-15-MIN-0119.8 refers].
- 4 At the same time, Cabinet agreed to shift SuperGold from a demand driven model to a bulk funding model [EGI-15-MIN-0119 refers]. Crown funding was initially capped at \$28 million and is adjusted annually in line with the consumer price index (CPI). This funding is distributed across contracted services and exempt services.
- 5 For the 2022/23 financial year, the total Crown appropriation is approximately \$34 million. This includes additional funding from a Budget 2022 cost pressures initiative that increased the total Crown appropriation by \$10 million over four years.
- 6 Exempt services are not contracted to a PTA and do not receive funding from the National Land Transport Fund. Operators of exempt services set their own fares and receive all fare revenue, including SuperGold Card reimbursements. Under the bulk funding model, funding for exempt services was initially capped at \$3.151 million per annum, with annual CPI adjustments. There are currently three exempt services receiving Crown funding for carrying SuperGold passengers – Fullers Waiheke, SeaLink Waiheke, and the Wellington Cable Car.
- 7 In November 2020, the Wellington Airport Flyer service (which was previously included in the Scheme) ceased operating and was brought back as a contracted service in July 2022. s 9(2)(j)

s 9(2)(j)

The funding model for the Fullers Waiheke Island ferry service changed in 2018 from per-passenger reimbursement to a flat funding arrangement

- 8 In 2018, Te Manatū Waka renegotiated the agreement with Fullers to introduce flat funding arrangements for the Waiheke ferry service. A term of the 2018 SuperGold Funding Agreement (the 2018 Agreement) is that Fullers would receive a payment of one twelfth of the total cap each month to prevent it from reaching its cap before the end of the financial year. Other exempt services have remained subject to a bulk funding model tied to reimbursement per-fare.

s 9(2)(j)

s 9(2)(j)

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s 9(2)(j)

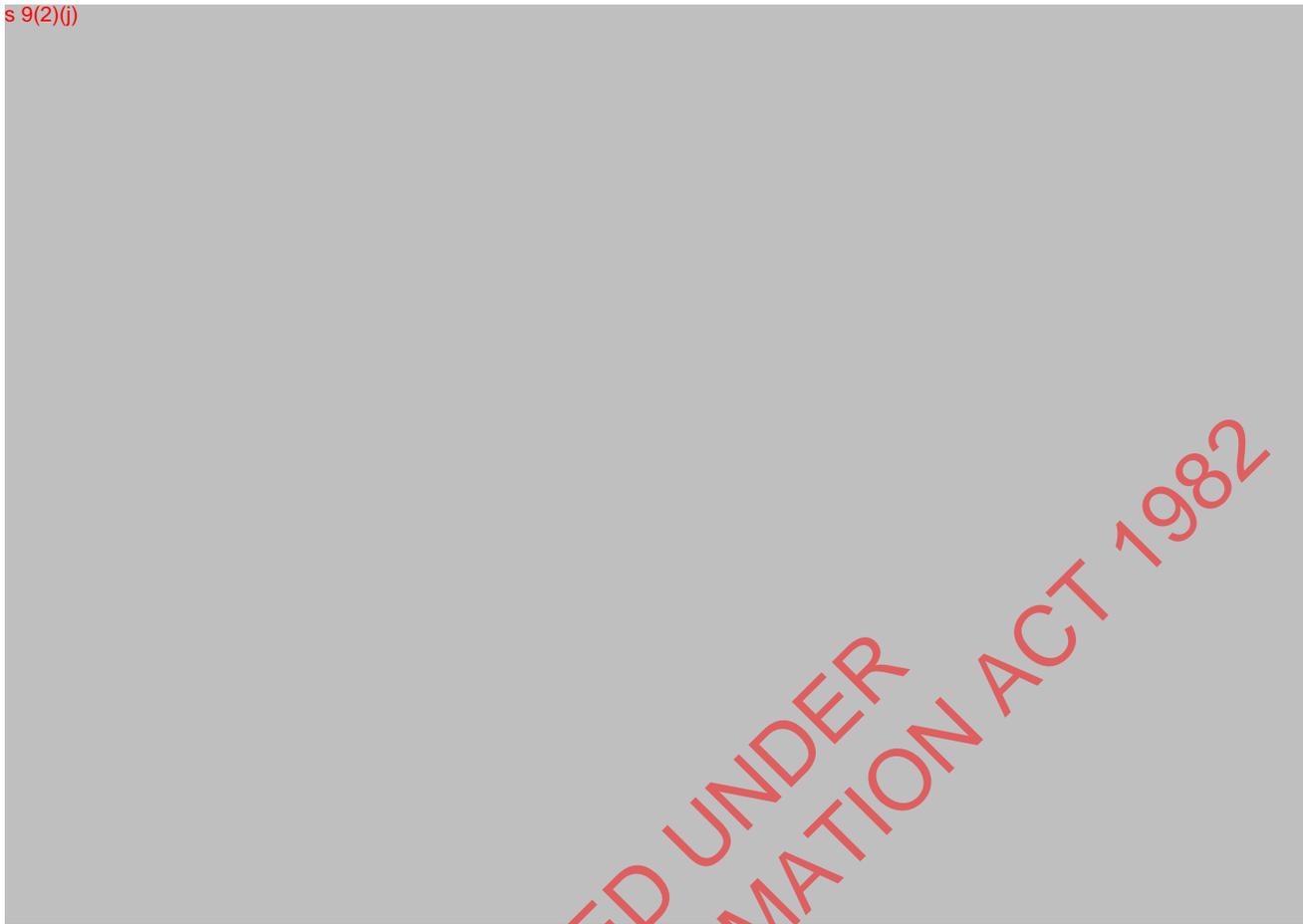
s 9(2)(j)

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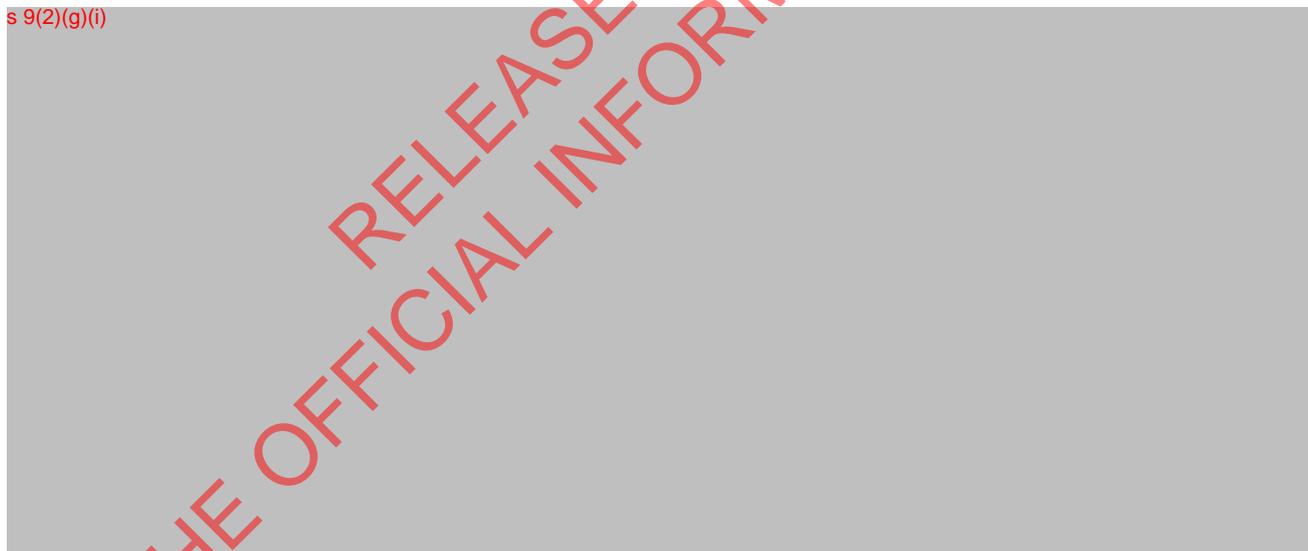
s 9(2)(j)

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s 9(2)(j)



s 9(2)(g)(i)



We have consulted with Waka Kotahi and AT

s 9(2)(j)



s 9(2)(j)



Next steps

s 9(2)(j)



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Annex one and two withheld under Section 9(2)(j)



Document 6

2 March 2023

OC230069

Hon Kiri Allan**Action required by:****Associate Minister of Transport**

Wednesday, 8 March 2023

cc Hon Michael Wood

Minister of Transport

PROACTIVE RELEASE OF REGULATORY SYSTEMS (TRANSPORT) AMENDMENT BILL NO 2 CABINET PAPER – POLICY APPROVALS

Purpose

This briefing seeks your approval to proactively publish the following 9 papers in relation to the Regulatory Systems (Transport) Amendment Bill No 2:

- Cover Briefing, titled *Regulatory Systems (Transport) Amendment Bill No. 2 – Policy Approval* (OC220542)
- Cabinet Paper, titled *Regulatory Systems (Transport) Amendment Bill – Policy Approval*
- Talking points to the Cabinet paper
- Cabinet Minute, referenced CAB-22-MIN-0532
- Cabinet Economic Development Committee Minute, referenced DEV-22-MIN-0284
- Appendix One to the Cabinet paper, referenced *Summary of land proposals and consultation feedback*
- Appendix Two to the Cabinet paper, referenced *Summary of maritime proposals and consultation feedback*
- Appendix Three to the Cabinet paper, referenced *Regulatory Impact Statement – Director of Land Transport powers during emergency and time critical events*
- Appendix Four to the Cabinet paper, referenced *Regulatory Impact Statement – Maritime (Offences) Regulations and Marine Protection (Offences) Regulations 1998*

These documents will be published on the Ministry of Transport website.

Number of papers	9
Deadline	8 March 2023
Risks	There are minimal risks associated with the release of this information. The previous Cabinet paper package seeking approval to publicly consult has already been proactively released, and minimal changes to policy proposals occurred following consultation. Proposed redactions to the listed papers are aimed at protecting the privacy of an individual, or are subject to further decision by Cabinet on timing to progress this work.

Recommendations

We recommend you:

- 1 **note** that this paper is delayed in being proactively released, and therefore has not met the timeliness required by Cabinet Office circular 18(4)
- 2 **approve** the Ministry of Transport publishing 9 documents with redactions as marked on the Ministry's website Yes / No

Megan Moffet
Manager, Regulatory Policy
 / /

Hon Kiri Allan
Associate Minister of Transport
 / /

- Minister's office to complete:**
- Approved Declined
 - Seen by Minister Not seen by Minister
 - Overtaken by events

Comments

Contacts

Name	Telephone	First contact
Bronwyn Turley, Deputy Chief Executive, Strategy and Regulatory Design	s 9(2)(a)	✓
Megan Moffet, Manager, Regulatory Policy		

THE OFFICIAL INFORMATION ACT 1982

PROACTIVE RELEASE OF INFORMATION RELATING TO REGULATORY SYSTEMS (TRANSPORT) AMENDMENT BILL POLICY APPROVALS

Background

- 1 On 28 November 2022, Cabinet made decisions on the paper titled *Regulatory Systems (Transport) Amendment Bill – Policy Approval*.
- 2 Cabinet Office circular CO 18(4) states that all Cabinet and Cabinet Committee papers and minutes be proactively released and published online within 30 business days of final decisions being taken by Cabinet. This is the case “unless there is good reason not to publish”.
- 3 The proactive release of this paper and accompanying documents has been delayed due to the end-of-year shutdown. As such, we have not met the 30 business days timeframe for publishing these documents on the Ministry of Transport’s website.
- 4 We propose to publish the following documents on the Ministry’s website by Wednesday, 10 March 2023:
 - 4.1 Cover Briefing, titled *Regulatory Systems (Transport) Amendment Bill No. 2 – Policy Approval (OC220542)*
 - 4.2 Cabinet Paper, titled *Regulatory Systems (Transport) Amendment Bill – Policy Approval*
 - 4.3 Talking points to the Cabinet paper
 - 4.4 Cabinet Minute, referenced CAB-22-MIN-0532
 - 4.5 Cabinet Economic Development Committee Minute, referenced DEV-22-MIN-0284
 - 4.6 Appendix One to the Cabinet paper, referenced *Summary of land proposals and consultation feedback*
 - 4.7 Appendix Two to the Cabinet paper, referenced *Summary of maritime proposals and consultation feedback*
 - 4.8 Appendix Three to the Cabinet paper, referenced *Regulatory Impact Statement – Director of Land Transport powers during emergency and time critical events*
 - 4.9 Appendix Four to the Cabinet paper, referenced *Regulatory Impact Statement – Maritime (Offences) Regulations and Marine Protection (Offences) Regulations 1998*

Review

- 5 The Ministry has reviewed these documents and proposes some content is withheld, consistent with the grounds contained in the Act.

- 6 Note that whilst agencies withhold information in proactive releases consistent with the Act, section 48 of the Act which protects Ministers and agencies from civil or criminal liability where information is released under the Act, does not apply to information that is proactively released.
- 7 We recommend that information is withheld under the following sections of the Act:
- 9(2)(a) to protect the privacy of natural persons
 - 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
- 8 The proposed redactions relate to:
- 8.1 the name and signature of the responsible manager at the Ministry of Transport
 - 8.2 timing for when decisions will be sought from Ministers and Cabinet, which are at the discretion of Ministers and Cabinet, and under active consideration.

Consultation undertaken

- 9 The following agencies were consulted on the release of these documents:
- Waka Kotahi
 - Maritime New Zealand
- 10 The New Zealand Federation of Commercial Fishermen were also consulted, with regards to a reference to a submission they made to the Maritime consultation document.
- 11 All detail is included in the document schedule attached at Annex 1.

Risks and mitigations

- 11 We do not consider there are any further risks, other than those outlined in the document schedule attached at Annex One.

Next steps

- 12 Once you have approved the release of the documents, we will publish them on the Ministry of Transport's website.

Annexes

- 13 The following documents are attached to this briefing:
- Annex 2 Cover Briefing, titled *Regulatory Systems (Transport) Amendment Bill No. 2 – Policy Approval* (OC220542)

- Annex 3 Cabinet Paper, titled *Regulatory Systems (Transport) Amendment Bill – Policy Approval*
- Annex 4 Appendix One to the Cabinet paper, referenced *Summary of land proposals and consultation feedback*
- Annex 5 Appendix Two to the Cabinet paper, referenced *Summary of maritime proposals and consultation feedback*
- Annex 6 Appendix Three to the Cabinet paper, referenced *Regulatory Impact Statement – Director of Land Transport powers during emergency and time critical events*
- Annex 7 Appendix Four to the Cabinet paper, referenced *Regulatory Impact Statement – Maritime (Offences) Regulations and Marine Protection (Offences) Regulations 1998*
- Annex 8 Talking points to the Cabinet paper
- Annex 9 Cabinet Economic Development Committee Minute, referenced *DEV-22-MIN-0284*
- Annex 9 Cabinet Minute, referenced *CAB-22-MIN-0532*

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ANNEX 1 DOCUMENT SCHEDULE

Doc #	Document title	Details
1	Cover Briefing: <i>Regulatory Systems (Transport) Amendment Bill No. 2 – Policy Approval (OC220542)</i>	<p>Some information is withheld under this section of the OIA: 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</p> <p>9(2)(a) to protect the privacy of natural persons, including that of deceased natural persons</p> <p><u>Consultation</u> Waka Kotahi and Maritime New Zealand were consulted of this document.</p> <p><u>Risks and mitigations</u> The decisions around timing of this project are subject to further Cabinet decision. There are minimal risks associated with withholding this information.</p> <p>There is no risk in withholding the responsible manager and analysts' names and contact numbers on the release</p>
2	Cabinet Paper: <i>Regulatory Systems (Transport) Amendment Bill – Policy Approval</i>	<p>Some information is withheld under this section of the OIA: 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</p> <p><u>Consultation</u> Waka Kotahi and Maritime New Zealand were consulted on the release of this document</p> <p><u>Risks and mitigations</u> The decisions around timing of this project are subject to further Cabinet decision. There are minimal risks associated with withholding this information.</p>
3	Talking points to the Cabinet paper	<p>This document is released in full.</p> <p><u>Consultation</u> No consultation on this document took place, however Waka Kotahi and Maritime New Zealand were consulted on the release of the Cabinet paper to which this relates.</p> <p><u>Risks and mitigations</u> There are minimal risks in releasing this document. The talking points are a high-level, summarised version of what is in the Cabinet paper that is proposed to be released. The</p>

		talking points do not contain detail on anticipated timeframes for this work.
4	Cabinet Minute: CAB-22-MIN-0532	<p>This document is released in full.</p> <p><u>Consultation</u></p> <p>No consultation on this document took place, however Waka Kotahi and Maritime New Zealand were consulted on the release of the Cabinet paper to which this relates.</p> <p><u>Risks and mitigations</u></p> <p>There is minimal risk in releasing the Cabinet minute, as the minute only confirms the decision of the Cabinet Economic Development Committee and does not contain detail of specific proposals that were approved.</p>
5	Cabinet Economic Development Committee Minute: DEV-22-MIN-0284	<p>This document is released in full.</p> <p><u>Consultation</u></p> <p>No consultation on this document took place, however Waka Kotahi and Maritime New Zealand were consulted on the release of the Cabinet paper to which this relates.</p> <p><u>Risks and mitigations</u></p> <p>There is minimal risk in releasing the Cabinet minute, as the minute reflects the same content as the Cabinet paper which we are proposing to release.</p>
6	Appendix One to the Cabinet paper, referenced <i>Summary of land proposals and consultation feedback</i>	<p>This document is released in full.</p> <p><u>Consultation</u></p> <p>Waka Kotahi were consulted on the release of this document.</p> <p><u>Risks and mitigations</u></p> <p>There are minimal risks associated with releasing this information. This document provides a high-level summary of submitter feedback on each of the land proposals, and does not include submitter details.</p>
7	Appendix Two to the Cabinet paper, referenced <i>Summary of maritime proposals and consultation feedback</i>	<p>This document is released in full.</p> <p><u>Consultation</u></p> <p>Maritime New Zealand were consulted on the release of this document.</p> <p><u>Risks and mitigations</u></p> <p>There are minimal risks associated with releasing this information. This document provides a high-level summary of submitter feedback on each of the maritime proposals, and does not include submitter details.</p>

8	<p>Appendix Three to the Cabinet paper, referenced</p> <p><i>Regulatory Impact Statement – Director of Land Transport powers during emergency and time critical events</i></p>	<p>This document is released in full.</p> <p><u>Consultation</u> Waka Kotahi were consulted on the release of this document.</p> <p><u>Risks and mitigations</u> There are minimal risks associated with releasing this information. This document provides a detailed analysis to the issue and options considered to address it. It sets out the reasoning and logic behind the proposals to amend the Director of Land Transport’s powers, which supported Cabinet decision making.</p>
9	<p>Appendix Four to the Cabinet paper, referenced</p> <p><i>Regulatory Impact Statement – Maritime (Offences) Regulations and Marine Protection (Offences) Regulations 1998</i></p>	<p>This document is released in full.</p> <p><u>Consultation</u> Maritime New Zealand were consulted on the release of this document. The New Zealand Federation of Commercial Fishermen (the NZFCF) were also consulted in reference to one line on page 11, which references a submission made by them to the May 2022 RSTA 2 maritime consultation document. The NZFCF were comfortable with the release of this information.</p> <p><u>Risks and mitigations</u> There are minimal risks associated with releasing this information. This document provides a detailed analysis to the issue and options considered to address it. It sets out the reasoning and logic behind the proposals to amend the Maritime (Offences) and Marine Protection (Offences) Regulations, which supported Cabinet decision making.</p>

2 March 2023

OC230100

Hon Michael Wood
Minister of Transport

Action required by:
 Monday, 6 March 2023

CHANGES TO LAND TRANSPORT REGULATORY CHARGES AND FEES - UPDATE ON DRAFT CABINET PAPER CONSULTATION

Purpose

To provide you with a draft Cabinet paper outlining proposed changes to land transport regulatory charges and fees for Ministerial consultation, prior to a final version of the Cabinet paper being lodged. This briefing also updates you on key themes from agency consultation.

Key points

- The attached draft Cabinet paper (**Appendix One**) seeks approval to issue drafting instructions on a package of seven cost-recovery proposals. This includes:
 - changing 176 land transport regulatory fees and charges as specified in the Cost Recovery Impact Statement (CRIS), and
 - charging actual and reasonable costs, including those incurred by third party providers for the provision of specialist services.
- The draft Cabinet paper should be read in conjunction with the following documents:
 - The CRIS provides comprehensive information for each proposal and details current and proposed charges and fees. It also provides information about impacts on businesses and households, and
 - The Tū ake, tū māia (Regulatory Strategy: 2022–2032) which will guide Waka Kotahi NZ Transport Agency's work over the next decade.
- The Ministry of Transport has consulted with 36 agencies on the draft Cabinet paper. Refer to **Appendix Two** for key feedback themes from consultation and the Ministry of Transport response to this feedback. Feedback was supportive of the proposed changes, with general feedback focused on strengthening the draft Cabinet paper and further analysis suggested for specific population groups.
- The draft Cabinet paper focuses on an implementation date of October 2023 for new charges and fees to come into effect. This is because the existing loan of \$95 million is expected to be exhausted between the period October to December 2023, depending on revenue and spending patterns. If the implementation date is deferred beyond December 2023, then Waka Kotahi NZ Transport Agency will either: seek further funding/financing

from the Crown to maintain current levels of services; or reduce the level of service for all the areas of front-line regulatory activity that the loan currently sustains. There is expected to be a shortfall of funding of approximately \$3 million each month to maintain current levels of services (including loan repayments).

- The nature of the land transport system means nearly all New Zealanders and businesses will be impacted by the changes proposed to fees and charges. Fees and charges currently have a portion of cross-subsidisation, notably an additional cost for driver licences which funds other parts of the land transport system. The proposed changes remove the cross-subsidisation, making a driver licence more attainable for those facing economic hardship, and moves the costs over to the areas where work is performed. While there are a high number of changes the overall impact is low. The Ministry understands that feedback from agency consultation reinforced the proposal for the free resit of driver licensing tests. This is expected to have a positive impact and will lead to better employment options, road safety, and better justice system outcomes.

s 9(2)(f)(iv)



- The Ministry of Transport is working towards finalising the draft Cabinet paper for consideration by the Cabinet Economic Development Committee (DEV) on 29 March 2023. The Ministry will provide a briefing and talking points to accompany the final Cabinet paper being lodged on 23 March 2023.

Recommendations

We recommend you:

- 1 **Note** the key themes identified from agency consultation
- 2 **Agree** to carry out consultation between 6-15 March 2023 with your Ministerial colleagues Yes / No
- 3 **Provide** feedback on the draft Cabinet paper by 15 March 2023 Yes / No



Brent Johnston
Acting Deputy Chief Executive, System Performance and Governance
 01 / 03 / 2023

Hon Michael Wood
Minister of Transport
 / /

- Minister's office to complete:**
- Approved
 - Declined
 - Seen by Minister
 - Not seen by Minister
 - Overtaken by events

Comments

Contacts

Name	Telephone	First contact
Brent Johnston, Acting Deputy Chief Executive, System Performance and Governance	s 9(2)(a)	Yes
Sarah Polaschek, Manager, Governance		
Brett Thomson, Principal Adviser, Governance		

CHANGES TO LAND TRANSPORT REGULATORY CHARGES AND FEES - UPDATE ON DRAFT CABINET PAPER CONSULTATION

A comprehensive and robust review of road land transport regulatory charges and fees has been completed

1. The Ministry of Transport and Waka Kotahi have worked together to carry out a comprehensive review (the Review) of charges and fees with consultation, policy analysis, and finalising eight inter-connected proposals. The Review has determined that \$273 million per annum (or an additional \$108 million from Waka Kotahi's pre-loan position of \$165 million) is required to effectively regulate the land transport system.
2. You and the Minister of Finance approved Proposal 1 which includes funding under section 9(1A) of the Land Transport Management Act (2003) as outlined below:

S9(1A) Funding	22/23 ¹	23/24	24/25	25/26	Outyears
\$ (millions)	3.850	31.350	34.870	34.870	11.670

3. Due to Proposal 1 being approved, the funding scope of the decision in the draft Cabinet paper focuses on changes to fees and charges that equate to an increase of \$65.7 million based on projected volumes of transaction. This has also enabled Proposals 2-8 to be an average of 8.9 percent lower than levels that would otherwise be required. The remaining balance of approximately \$7 million relates to funding approved by joint Ministers in 2021 under section 9(2) of the Land Transport Management Act (2003) to support refund and recovery functions regarding Fuel Excise Duty and Road User Charges.
4. The Board of Waka Kotahi endorsed an updated regulatory strategy - Tū ake, tū māia in December 2022. This will guide the implementation of enhanced regulatory services and prioritises safety in the land transport system. Waka Kotahi has developed a Regulatory Performance Framework, underpinned by over one hundred performance measures. A selection of the performance measures will be reported in the Statement of Performance Expectations for 2023/24. Changes to revenue described above support the implementation of Tū ake, tū māia.

A draft Cabinet paper has been prepared for Ministerial consideration and comment

5. The draft Cabinet paper and accompanying CRIS (refer to **Appendix One**) presents seven distinct proposals (proposals 2-8 from the Review) to change or combine what previously had been 176 fees and charges into a total of 144 that arise from Waka Kotahi's funding model. The funding model reflects best practice in cost recovery and seeks to ensure those that benefit directly from the Agency's regulatory services or create risk in the land transport system that needs to be managed, pay.
6. The Ministry of Transport has consulted with 36 agencies during the period 9-27 February 2023 on the draft Cabinet paper. A summary of key themes from consultation is included in **Appendix Two**. The feedback was supportive of the proposed changes, with general feedback focused on strengthening the draft Cabinet paper and

¹ Part year

further analysis suggested for specific population groups which the Ministry of Transport has responded to.

7. The Ministry recommends you carry out consultation between 6-15 March 2023 with your Ministerial colleagues and provide feedback to the Ministry of Transport by 15 March 2023.

The nature of the land transport system means nearly all New Zealanders and businesses would be impacted by the changes to charges and fees

8. Submitters and industry participants appreciated the importance of Waka Kotahi as a strong regulator and recognised more funding is needed. However, some remained opposed to increasing charges and fees, noting there was an inability to simply absorb higher costs in the current economic climate.
9. Recent agency consultation has reiterated strong support for the proposed removal of driver licensing testing resit fees. This was communicated as a positive step which would lead to better employment options, road safety, and better justice system outcomes.
10. The Ministry of Transport and Waka Kotahi acknowledge the points raised by the public, industry, and agency consultation. A high-level table illustrating the impact to businesses and households is included in **Appendix Three** and impact analysis is included within the CRIS.

The primary risks with regards to the Cabinet paper and proposed changes relate to timing of implementation and subsequent public perception

11. The fundamental risk is that funding of the regulatory function becomes unsustainable through any combination of delays to approval of the funding review proposals, or only achieving partial approval. This could lead to a reduced regulatory function with resourcing levels below those that led to regulatory failure, or particularly in the case of delays, the need for further Crown funding/financing while existing Crown loans need to be repaid.
12. There is also the risk that ongoing cost of living pressures means an unfavourable reaction from the public and industry to changes to fees and charges. However, commercial parties are not expected to fully pass on increased costs for up to 12 – 24 months due to competitive activity and a preference to align with the timing of other cost increases.
13. Developing proposals has been a large and complex process necessitating a number of assumptions to be made. In addition, uncertainties about inflation and any potential economic recession or behavioural changes mean that it is possible recoveries could be less (or more) than forecast.

A Cabinet decision is required by March 2023 to ensure changes to charges and fees can be implemented by October 2023

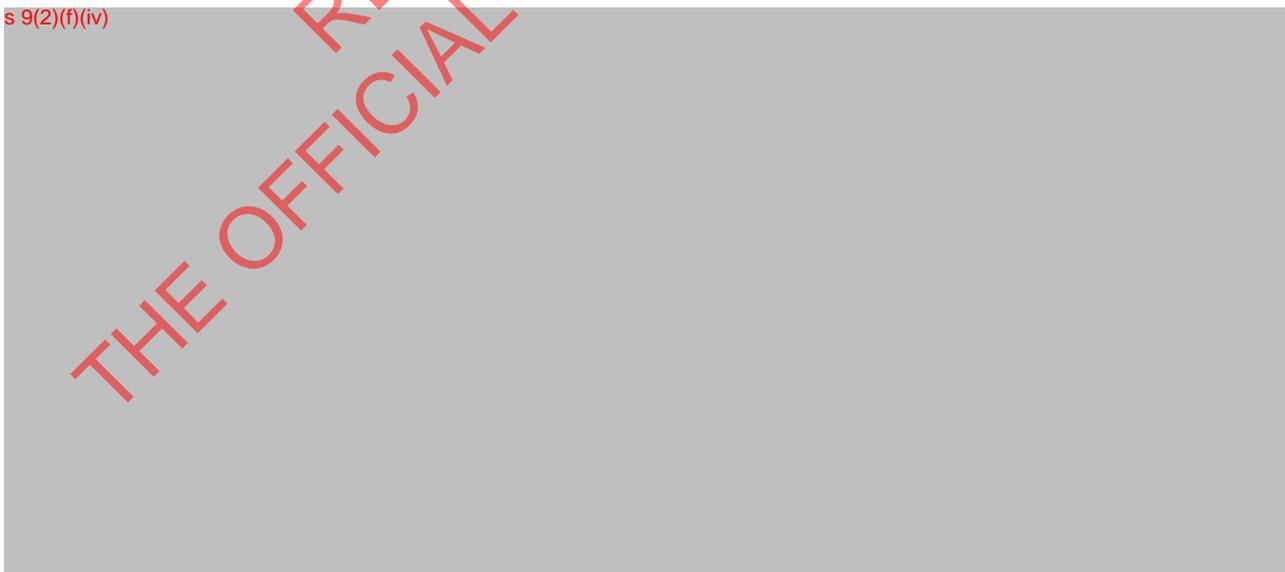
14. The proposed timeline to ensure changes to regulatory charges and fees can be successfully implemented is as follows:

Action	Timeframe
DEV approves funding model	29 March 2023
Parliamentary Counsel Office (PCO) drafting regulations	April – July 2023
Waka Kotahi delivery build	May – September 2023
Cabinet approval of legislation/regs	August 2023
Gazette notice	Late August 2023
Go live	October 2023

15. A Cabinet decision is required by March 2023 to allow sufficient time for the PCO (approximately three months) to make changes to legislation ahead of the go-live date of October 2023. The existing loan of \$95 million is expected to be exhausted between the period October to December 2023, depending on revenue and spending patterns. If the implementation date is deferred beyond December 2023, there is expected to be a shortfall of funding of approximately \$3 million each month to maintain current levels of services (including loan repayments).

16. If the loan is exhausted the Agency is likely over time to reduce the level of service for all the areas of front-line regulatory activity that the loan currently sustains. In this instance it is likely Waka Kotahi will require funding to bridge the gap between the period the loan is exhausted and the implementation date. If there are any delays in decisions this will likely require further funding/financing sought from the Crown to maintain current levels of services.

s 9(2)(f)(iv)



Next steps

19. The Ministry will incorporate your feedback post Ministerial consultation and work towards finalising the Cabinet paper for consideration by the Cabinet Economic Development Committee (DEV) on 29 March 2023. The Ministry will provide a briefing and talking points to accompany the final Cabinet paper being lodged on 23 March 2023.

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Appendix One: Draft Cabinet paper: Changes to land transport regulatory charges and fees

- Note this appendix includes accompanying documents which should be considered in conjunction with the draft Cabinet paper, including the:
 - Cost Recovery Impact Statement prepared by Waka Kotahi NZ Transport Agency and reviewed by the Ministry of Transport
 - Tū ake, tū māia (Regulatory strategy: 2022–2032) which was approved by the Board in December 2022. This will guide Waka Kotahi NZ Transport Agency’s regulatory services over the next decade.

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Appendix Two: Summary of themes from agency consultation

Theme	Response
Broad support for increased funding levels to improve regulatory performance, oversight, and transparency within the land transport system	Noted by the Ministry of Transport
High levels of support for proposal two - Changes to class 1-6 driver licence and testing fees, including no resit fees. Recognition that the removal of resit fees will have a positive impact.	Noted by the Ministry of Transport
Strengthen impact analysis around Treaty of Waitangi and for specific groups, including ethnic, rural and disability communities	<p>The Ministry has included additional analysis for the following areas:</p> <ul style="list-style-type: none"> • Treaty of Waitangi • Ethnic communities • Disabled people • Rural and remote communities
s 9(2)(f)(iv)	
Funding support for the disabled community to support mobility appears to be complex and a challenge for individuals in some cases	The Ministry has noted proposed changes are expected to have a very limited downstream impact on the disabled community
A greater level of digital processing is likely to impact rural and remote communities that do not have reliable access to internet	The Ministry notes proposed changes are not expected to have a specific or substantive difference on rural and remote communities
Councils are experiencing general funding pressures	The Ministry notes the motor vehicle register data is primarily used by Councils to enforce ticketing at a profit. The total impact across 78 councils is expected to be approximately \$0.5-0.6 million annually

Appendix Three: High-level tables illustrating impact to businesses and households

The following tables are extracted from Appendix five within the Cost Recovery Impact Statement:

Figure 1: Proposed fees and charges (in dollars (\$)) to be collected from households.

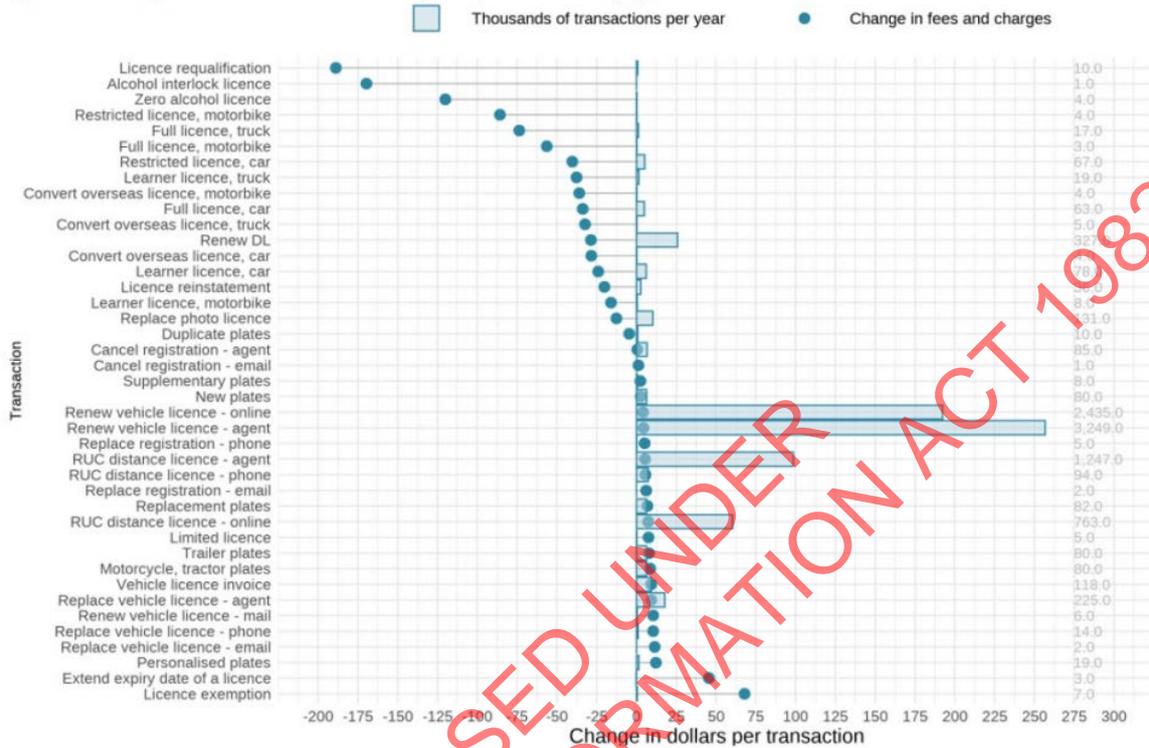
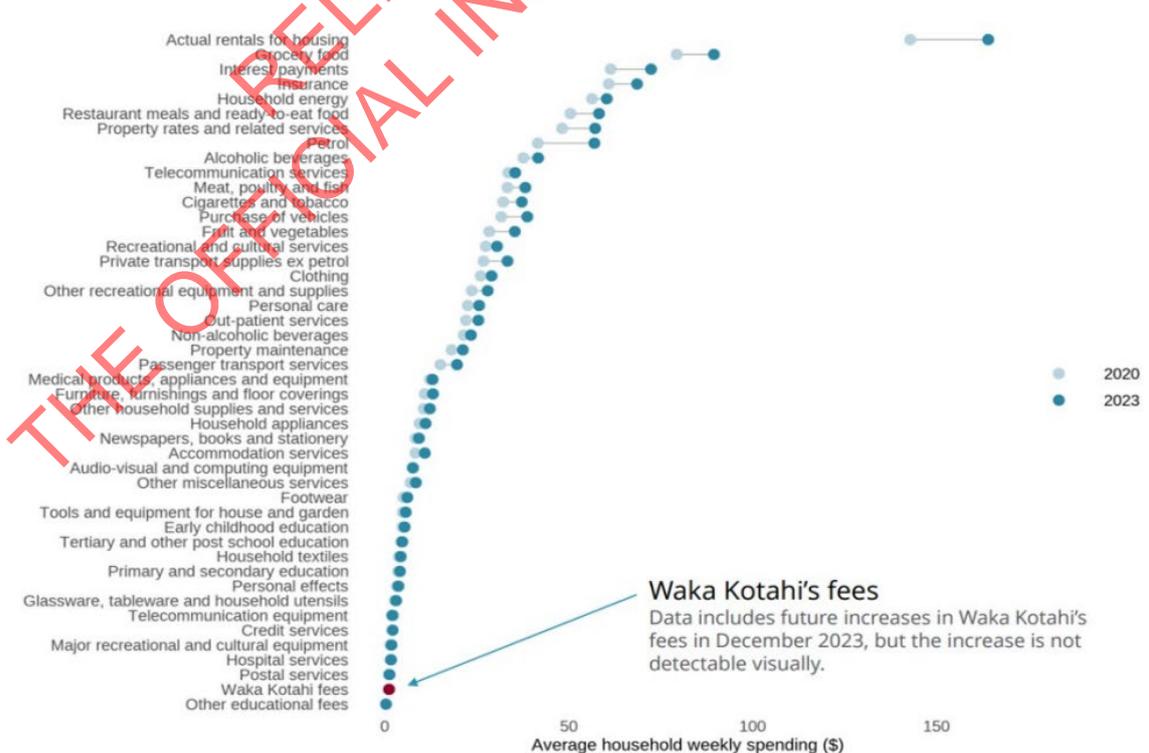


Figure 2: Relative household spend on the proposed fees and charges.



2 March 2023

OC230163

Hon Michael Wood
Minister of Transport

WELLINGTON REGIONAL LEADERSHIP COMMITTEE MEETING ON 7 MARCH 2023

Snapshot

You are attending the next Wellington Regional Leadership Committee (WRLC) meeting as one of the two Crown representatives on this Committee. The other Crown representative who will be attending is Associate Minister of Housing, Hon Barbara Edmonds. This meeting will include presentations on the Trentham and Ōtaki Complex Development Opportunities (CDOs), and updates on the Future Development Strategy, and the WRLC Programme Report.

Time and date	8:45am, Tuesday, 7 March 2023
Venue	Greater Wellington Regional Council Chamber, 100 Cuba St, Wellington
Attendees	WRLC members. Biographies are attached in Attachment 2 .
Officials attending	Alex Voutratzis, Principal Policy Adviser, Te Manatū Waka Ministry of Transport Rebecca Maplesden, Partnership Director, Ministry of Housing and Urban Development Emma Speight, Director Regional Relationships (Wellington and Top of the South Island), Waka Kotahi New Zealand Transport Agency
Agenda	A copy of the agenda and papers is attached as Attachment 3 <ol style="list-style-type: none">1. Apologies2. Conflict of interest declarations3. Public participation4. Confirmation of the public minutes of 6 December 20225. Complex Development Opportunities – Project Briefs6. Future Development Strategy update7. Programme Director’s report – March 20238. Wellington Regional Leadership Committee Programme Report – 2023

Talking pointsSeparate talking points are attached in **Attachment 1**.**Contacts**

Name	Telephone	First contact
Alex Voutratzis, Principal Adviser, Placemaking and Urban Development	s 9(2)(a)	<input type="checkbox"/>
Jessica Ranger, Manager, Placemaking and Urban Development		

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Attachment 1: Agenda item talking points

Agenda item	Summary	Potential talking points
<p>1. Apologies</p> <p>2. Conflict of interest declarations</p> <p>3. Public participation</p> <p>4. Confirmation of public minutes</p>	<p>Standing items.</p> <p>You have no specific conflicts of interest that relate to this meeting agenda.</p> <p>At this point in time, we are not aware of any members of the public attending this meeting.</p>	<p><i>No comments for Minister of Transport.</i></p>
<p>5. CDO project reporting</p>	<p>This paper provides an update on six (of seven) Complex Development Opportunities that the Partnership has identified as priority areas for growth and development.</p> <p>The report back does not cover Let's Get Wellington Moving (LGWM) CDO. LGWM has its own governance and reporting processes and will likely be the focus of a future meeting.</p>	<p>The one-pagers are a good start – they set context, key opportunities, and challenges.</p> <p>It would be helpful if they could provide clear information about the infrastructure investment required to support the CDOs – both committed and shortfalls – as well as the key opportunities.</p> <p>It would be helpful for the one-pagers to demonstrate what interest there is from the development sector in these locations. For example, the Government has made a significant commitment to infrastructure for the Riverlink project through the New Zealand Upgrade Programme (NZUP) and Infrastructure Acceleration Fund (IAF), so it would be good to understand what development and actions are underway to ensure the housing benefits of these investments are realised.</p>
<p>6. CDO presentations</p>	<p>Two presentations are proposed, providing detail on:</p> <ul style="list-style-type: none"> • Trentham CDO – <ul style="list-style-type: none"> ◦ this is a good example of mixed-use Transit Oriented 	<p>Trentham</p> <p><i>You may wish to note support for the Trentham CDO as an important opportunity for a master-planned Transit-Oriented Development, and an example of the type of urban development that will be needed to support emission / VKT reduction. There</i></p>

	<p>Development looking to use underutilized land.</p> <ul style="list-style-type: none"> ○ Has IAF funding (\$12.4m) for transport and water infrastructure. ○ Proposes mixed tenure housing development with 850 dwellings, in addition to retail, commercial, conference facilities. This is a good concept and has council funding agreement in place. <ul style="list-style-type: none"> ● Ōtaki CDO – <ul style="list-style-type: none"> ○ a planned and coordinated approach to future housing development. ○ Has IAF funding (\$29.32m) for transport and water infrastructure improved housing outcomes (particularly for Māori) in an area of high need. IAF funding is required to upgrade water supply and roading infrastructure to enable 1000 new homes at three locations in Ōtaki. 	<p><i>are good rail connections to amenities in Silverstream and to Upper Hutt city centre.</i></p> <p>Ōtaki</p> <p>The presentation notes that improved public transport, including extending of rail services to Ōtaki is a key dependency for sustainable growth in Ōtaki.</p> <p><i>You may want to emphasise the importance of integrated land use and transport planning in locations such as Ōtaki, and ensuring we have clarity about what public transport investment is required, ensuring the timing of this aligns with housing.</i></p> <p><i>You may want to note that work on the Wellington Regional Rail Programme Business Case is almost complete (it is expected to be endorsed by Waka Kotahi Board in April), and that it is important there is alignment between enabling significant growth in Ōtaki and when improvements to rail services are expected to occur.</i></p>
<p>7. Future Development Strategy (FDS) update</p>	<p>Paper provides an update on FDS process and seeks endorsement of a revised set of objectives.</p>	<p>Waka Kotahi staff are working constructively with councils on preparing the Future Development Strategy. While emissions reduction and VKT reduction is being assessed as part of this</p>

The revised objectives have more focus on sustainability, productive land, resilience, and Māori housing, thereby providing more focus on these matters.

The objectives will inform analysis of different growth scenario for the region.

work, they consider there is a risk this will not be given sufficient consideration by the Leadership Committee when forming a preferred option and that the FDS will broadly 'roll over' the current growth strategy (the Wellington Regional Growth Framework).

Recent modelling undertaken of the Urban Growth Partnership spatial plans indicate Wellington's current growth strategy will result in VKT growing by 13% by 2035, and 28% by 2053). This suggests significant changes to the current growth strategy will be required to achieve the government's VKT reduction targets. Areas proposed for development in the current growth strategy that are highly reliant on private vehicle use (particularly proposed greenfield areas in Kapiti, Horowhenua and Wairarapa) may need to be removed from the FDS.

We suggest you remind the Leadership Committee that the Government is committed to reducing New Zealand's emissions as set out in the Emissions Reduction Plan.

Reducing VKT is expected to contribute towards achieving New Zealand emission reduction goals. Sub-national targets for VKT reduction are still being finalised, but the large cities with established public transport networks will need to make a large contribution towards achieving these. Councils in Tier 1 areas will need to work with government to develop VKT reduction programmes to demonstrate how these targets will be achieved.

We suggest it would be beneficial to remind councils of the important role urban form will play in achieving emissions reduction targets, and in particular the need to ensure growth occurs in a way that will reduce reliance on private vehicle use (to reduce VKT).

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		<p><i>You may like to note the Future Development Strategy is a key tool for directing the change in growth patterns and urban form that will be needed to achieve emission reduction targets. This means we cannot continue to grow as we have in the past and will need to be open minded about reconsidering our current plans and strategies to be sure they are fit for the future.</i></p> <p><i>You could express interest in proposed analysis of the growth scenarios and seeing what impact the different growth scenarios will have on VKT and emissions from transport, and whether these will achieve the Government's expectations for VKT reduction.</i></p> <p>It would be desirable for the proposed transport objective (objective 3) to be amended to remove the reference to multi-modal (which includes private vehicles) and only refer to prioritising growth in locations that can be serviced with high quality public transport and active modes.</p> <p>This would remove measures relating to access from private vehicles and congestion from the evaluation framework for the scenarios and place greater emphasis on access by public transport and active modes. This will provide a clearer signal of the change needed in growth planning and urban form to achieve emission reduction targets.</p>
8. Programme Directors report		<i>No comments for Minister of Transport.</i>
9. Programme reporting		<i>No comments for Minister of Transport.</i>

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Attachment 2: Biographies



Hon Tracey Martin
WRLC Independent Chair

Experienced past Member of Parliament (including former Minister for Children, Seniors, Internal Affairs and Associate Minister of Education) and board member.



Daran Ponter
Chair, Greater Wellington Regional Council

Daran has been Chair of GWRC since Oct 2019. He served for one term from 2010 and was re-elected in 2016.



Anita Baker
Mayor, Porirua City Council

Anita was first elected to the Porirua Council in 2010 and became Mayor in 2019.



Wayne Guppy
Mayor, Upper Hutt City Council

Wayne was first elected to the Upper Hutt Council in 1998 and became Mayor in 2001. He is the longest serving Mayor in the region.



Tori Whanau
Mayor, Wellington City Council

Tori is in her first term as Mayor after winning election in October 2022. Prior to that she spent 6 years as chief of staff for the Green Party.



Campbell Barry
Mayor, Lower Hutt City Council

Campbell was elected to the Wainuiomata Community Board in 2010 and served as Wainuiomata's ward councillor for two terms before being elected Mayor in October 2019.



Janet Holborow
Mayor, Kāpiti Coast District Council

Janet was elected the mayor of KCDC in 2022.



Martin Connelly
Mayor, South Wairarapa District Council

Martin was elected as a mayor in 2022.



**Hon Ron Mark
Mayor, Carterton District Council**

Ron was re-elected Mayor of Carterton in 2022, following being a Member of Parliament for NZ First (including as past Minister Defence).



**Gary Caffell
Mayor, Masterton District Council**

Gary was elected as the mayor of Masterton District Council in 2022.



**Bernie Wanden
Mayor, Horowhenua District Council**

Bernie has been the mayor of Horowhenua District since 2019. He has demonstrated history of working in the retail industry.



**Cherie Seamark
Deputy Chair, Ātiawa ki Whakarongotai Charitable Trust**

Cherie has extensive experience in providing kaupapa Māori Primary and Community health service leadership.



**Darrin Apanui
Rangitāne Tū Mai Rā Trust**

Formerly the CEO of Te Matatini Kapa Haka Aotearoa, Darrin has held many senior executive roles.



**Helmut Modlik
Te Rūnanga o Toa Rangatira Inc**

Helmut is an experienced chief executive, director, businessman and consultant with specialist skills in business and economic development.



**Huiā Puketapu
Trustee, Port Nicholson Block Settlement Trust**

Experienced in education delivery, management, leadership, advising, governance, trade via NZ Army and the fashion industry. Active 'doer' for her iwi.



**Di Rump
CEO, Muaūpoko Tribal Authority Inc**

Experienced in governance, leadership, passionate advocate for social justice, participation, and equity.



**Kelly Bevan
Raukawa ki te Tonga Trust**

Current positions: Board member of Te Pae Tahuhu, business executive for Te Runanga o Raukawa. Interim board member for the establishment of the Whānau Ora Raukawa Provider organisation.

Attachment 3: Wellington Regional Leadership Committee 7 March 2023 order paper

Agenda and papers attached separately

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3 March 2023

OC230141

Hon Michael Wood
Minister of Transport

Action required by:
Thursday, 30 March 2023

LAND TRANSPORT MANAGEMENT (REGIONAL FUEL TAX SCHEME—AUCKLAND) AMENDMENT ORDER 2023

Purpose

To provide the following draft paper and supporting instruments for your consideration, and to allow you to commence Ministerial consultation on the draft paper and accompanying Order in Council:

- Cabinet paper for the Cabinet Legislation Committee (**LEG**)
- Land Transport Management (Regional Fuel Tax Scheme—Auckland) Amendment Order 2023 (**Amendment Order**)
- Letter to the Minister of Finance regarding the Amendment Order.

Key points

- A regional fuel tax scheme in the Auckland region (**Auckland RFT scheme**) commenced from 1 July 2018 for a 10-year period to 30 June 2023.
- Section 65K of the Land Transport Management Act 2003 allows the Governor-General to vary a regional fuel tax scheme, by Order in Council made on the recommendation of the Minister of Transport and the Minister of Finance.
- The attached draft LEG paper and Amendment Order give effect to Cabinet's agreement on 14 December 2022 to vary the Auckland RFT scheme in the manner set out in Auckland Council's proposal [DEV-22-MIN-0311 refers and cover briefing OC220804 refers].
- The changes to the Auckland RFT scheme include reallocating funding among the existing programme of capital projects and changing project descriptions and timeframes.
- Department of Internal Affairs, the Treasury, Auckland Council, Auckland Transport and Waka Kotahi have been consulted on the Amendment Order. The Department of Prime Minister and Cabinet has been informed. No substantial matters were raised with feedback incorporated.

- A draft version of the Amendment Order is **attached**. Any feedback provided following Ministerial consultation will be incorporated and certified copies of the Order provided by Parliamentary Counsel Office to Cabinet Office for lodging.
- In addition to your agreement, Minister of Finance approval is also required before a variation may be made to the Auckland RFT scheme.
- We have attached a letter to the Minister of Finance for your signature. We note that the Treasury has been consulted on the changes.
- Auckland Council has requested that the Amendment Order commence at the latest by 30 June 2023 to provide certainty for Council’s planning and reporting purposes.
- To support this request, we suggest the Amendment Order be considered by LEG on 6 April 2023 with Cabinet on 11 April 2023. This date would also support compliance with the 28-day rule.

Recommendations

We recommend you:

- | | | |
|---|--|----------|
| 1 | note that on 14 December 2022, the Cabinet Economic Development Committee agreed that the Auckland regional fuel tax scheme be varied in the manner set out in Auckland Council’s proposal to vary the regional fuel tax scheme [DEV-22-MIN-0311 refers]. | Noted |
| 2 | note that the Land Transport Management (Regional Fuel Tax Scheme–Auckland Region) Amendment Order 2023 will give effect to recommendation 1 above. | Noted |
| 3 | agree to commence Ministerial consultation on the attached paper and Amendment Order. | Yes / No |
| 4 | sign the attached letter to the Minister of Finance seeking his agreement to the matters raised in the attached paper. | Yes / No |
| 5 | note that, subject to any changes arising from Ministerial consultation, we will provide you with the final LEG paper and Amendment Order in time for you to lodge them with the Cabinet Office by 10.00am on Thursday 30 March 2023. | Noted |



 Brendan Booth
Chief Legal Adviser
 ..3 / ..03 / ..23..

 Hon Michael Wood
Minister of Transport
 / /

Minister’s office to complete:

<input type="checkbox"/> Approved	<input type="checkbox"/> Declined
<input type="checkbox"/> Seen by Minister	<input type="checkbox"/> Not seen by Minister
<input type="checkbox"/> Overtaken by events	

Comments

Contacts

Name	Telephone	First contact
Siány O'Brien, Solicitor	s 9(2)(a)	✓
Brendan Booth, Chief Legal Adviser		

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In Confidence

Office of the Minister of Transport
Cabinet Legislation Committee

Land Transport Management (Regional Fuel Tax Scheme–Auckland) Amendment Order 2023

Proposal

- 1 I propose that the Cabinet Legislation Committee authorise the submission of the Land Transport Management (Regional Fuel Tax Scheme–Auckland) Amendment Order 2023 (the Amendment Order) to the Executive Council.

Executive Summary

- 2 On 14 December 2022, the Cabinet Economic Development Committee agreed that the Auckland regional fuel tax scheme (the Scheme) be varied in the manner set out in Auckland Council's proposal to vary the Scheme [DEV-22-MIN-0311 refers].
- 3 Section 65K(2) of the Land Transport Management Act 2003 (LTMA) allows the Governor-General to make an Order in Council to vary a regional fuel tax scheme upon the recommendation of the Minister of Finance and the Minister of Transport (joint Ministers).
- 4 Joint Ministers recommended the Scheme be varied on 14 December 2022. The attached Amendment Order gives effect to this recommendation.

Policy

Joint Ministers received Auckland Council's proposal to vary the Scheme, which proposes changes to funding allocation, the activities and timeframes within the existing programme of capital projects

- 5 The Scheme was established by the Land Transport Management (Regional Fuel Tax Scheme–Auckland) Order 2018. The Scheme commenced on 1 July 2018 and imposes a 10 cent per litre regional fuel tax on petrol and diesel sold in the Auckland region until 30 June 2028. Auckland Council is not proposing changes to the Scheme area, the end date of the Scheme, or the rate of the tax.
- 6 Revenue from the Scheme contributes to Auckland Council's funding share towards a set of transport capital projects listed in Schedule 2 of the Land Transport Management (Regional Fuel Tax Scheme–Auckland) Order 2018. Each transport capital project contains a list of initiatives detailing the activities for funding. Capital expenditure is the focus, but operating expenditure can also be included when it is required to deliver a capital project.

- 7 Under section 65G of the LTMA, Auckland Council is required to prepare a proposal to vary the Scheme if it intends to change a material aspect of the programme of capital projects supported by the Scheme. This includes reallocating funding between projects.
- 8 On 5 May 2022, Auckland Council submitted a proposal to vary the Scheme (the Proposal). The Proposal is attached for your information. The Proposal arises from Crown investment decisions on transport projects that would have otherwise been partially funded by the Auckland regional fuel tax. In particular, Crown investment decisions relating to the NZ Upgrade Programme and COVID-19 Shovel Ready Programme.
- 9 Table one presents the projects assigned regional fuel tax funding before Crown investment and the resulting freed up regional fuel tax revenue.

Table one: Regional Fuel Tax funding freed up by Crown investment

Crown investment programme	Project	Freed up regional fuel tax revenue
NZ Upgrade Programme	Penlink	\$65 million
	Mill Road	\$94 million
COVID-19 Shovel Ready Programme	Puhinui Interchange	\$22 million
	Downtown Ferry Basin Redevelopment	\$42 million
Freed up regional fuel tax revenue		\$223 million

The Proposal to vary the Scheme changes the scope of existing capital projects and reallocates funding across existing projects

- 10 Auckland Council proposes to increase (and in some instances, decrease) the scope of the existing 14 transport capital projects and change the funding accordingly. The increase in some project timeframes is a response to these changes in scope. Public transport and road safety capital projects are proposed to receive the largest funding increases.
- 11 Table two presents the proposed funding allocation changes between the capital projects within the regional fuel tax programme list.

Table two: Proposed funding changes to the regional fuel tax programme of capital projects (total contribution includes capital expenditure and operational expenditure)

Capital Projects	2018 regional fuel tax: Total contribution (\$ millions)	Proposal to vary the regional fuel tax: Total contribution (\$ millions)	Proposed Regional Fuel Tax Variation (\$ millions)
1. Bus and Active Transport Improvements	135	246	+111
2. City Centre Bus Infrastructure	62	72	+10
3. Improving Airport Access	26	61	+35
4. Eastern Busway (formerly AMETI)	201	282	+81

5. Park and Ride	24	25	+ 1
6. Electric trains and stabling	213	197	-16
7. Ferry Network Improvements (was Downtown Ferry Basin Redevelopment)	28	38	+10
8. Road Safety	225	302	+77
9. Active Transport	113	61	-52
10. Penlink	66	1	-65
11. Mill Road corridor	102	8	-94
12. Road Corridor Improvements	87	131	+44
13. Network Capacity and Performance Improvements	99	75	-24
14. Growth Related Transport Infrastructure	126	80	-46

- 12 The Amendment Order reflects the changes identified in the Proposal, including reallocation of funding between projects, and updates to project descriptions and timeframes.

Public consultation on the Proposal

- 13 Auckland Council consulted publicly on the Proposal (as required by section 65H of the LTMA) from 29 March to 2 May 2021.
- 14 Public support (as measured via the submission process) was not overwhelming for the Proposal, with 36 percent of respondents supporting the proposal and 32 percent opposed. Auckland Council's local boards were consulted on the Proposal (excluding the Great Barrier Island Local Board, which is excluded from the Scheme). All local boards supported the Proposal.

Joint Ministers consideration of the Proposal

- 15 Section 65J of the LTMA gives joint Ministers complete discretion in whether to make a recommendation after considering a proposal to vary a regional fuel tax scheme.
- 16 Ministers have considered the Proposal submitted and, following that consideration, wish to recommend that the Scheme be varied in accordance with the Proposal.
- 17 The attached Amendment Order gives effect to this recommendation by joint Ministers.

Timing and 28-day rule

- 18 The regulations will come into force on 11 May 2023, a waiver of the 28-day rule is not sought.

Compliance

19 The Amendment Order complies with each of the following:

19.1. the principles of the Treaty of Waitangi;

19.2. advice from the Treaty Provisions Officials Group on any Treaty of Waitangi provisions (advice was not sought as there are no Treaty of Waitangi provisions in the Amendment Order);

19.3. the rights and freedoms contained in the New Zealand Bill of Rights Act 1990 and the Human Rights Act 1993;

19.4. the principles and guidelines set out in the Privacy Act 2020;

19.5. relevant international standards and obligations;

19.6. the Legislation Guidelines (2021 edition), which are maintained by the Legislation Design and Advisory Committee.

Regulations Review Committee

20 There are no grounds for the Regulations Review Committee to draw the Amendment Order to the attention of the House of Representatives under Standing Order 327.

Certification by Parliamentary Counsel

21 The Parliamentary Counsel Office has certified the Amendment Order as being in order for submission to Cabinet.

Impact analysis

22 The Treasury's Regulatory Impact Analysis team has determined that the Proposal, that the Amendment Order gives effect to, is exempt from the requirement to provide a Regulatory Impact Statement on the grounds that it has no or only minor impacts on businesses, individuals, and not-for-profit entities.

Publicity

23 The Amendment Order will be published in the *New Zealand Gazette* and Auckland Council is required to publish the Proposal in accordance with section 108 of the LTMA.

Consultation

24 The following Government departments and agencies have been consulted on the Amendment Order: The Treasury, Department of Internal Affairs (Local Government), and Waka Kotahi New Zealand Transport Agency.

25 The Department of the Prime Minister and Cabinet has been informed.

26 Consultation has also been carried out with key stakeholders during the policy development process of the Amendment Order including: Auckland Council and Auckland Transport.

Recommendations

27 I recommend that the Cabinet Legislation Committee:

- 1 **note** that on 14 December 2022, the Cabinet Economic Development Committee agreed that the Auckland regional fuel tax scheme be varied in the manner set out in Auckland Council's proposal to vary the regional fuel tax scheme [DEV-22-MIN-0311 refers];
- 2 **note** that the Land Transport Management (Regional Fuel Tax Scheme–Auckland Region) Amendment Order 2023 will give effect to recommendation 1 above;
- 3 **authorise** the submission to the Executive Council of the attached Land Transport Management (Regional Fuel Tax Scheme–Auckland Region) Amendment Order 2023;
- 4 **note** that the Land Transport Management (Regional Fuel Tax Scheme–Auckland Region) Amendment Order 2023 comes into force on 11 May 2023.

Authorised for lodgement

Hon Michael Wood
Minister of Transport

Office of Hon Michael Wood

MP for Mt Roskill

Minister of Immigration
Minister of Transport
Minister for Auckland

Minister for Workplace Relations and Safety
Associate Minister of Finance



Minister of Finance
Grant Robertson
Parliament Buildings

Dear Grant

The Auckland regional fuel tax scheme (the **Scheme**) was established by the Land Transport Management (Regional Fuel Tax Scheme–Auckland) Order 2018 and commenced on 1 July 2018.

Section 65K(2) of the Land Transport Management Act 2003 allows the Governor-General to vary the Scheme by Order in Council made on the recommendation of the Minister of Finance and Minister of Transport (**joint Ministers**).

On 5 May 2022, Auckland Council submitted to us as joint Ministers a proposal to vary the Scheme. On 14 December 2022, the Cabinet Economic Development Committee agreed that the Scheme be varied in the manner set out in the Council's proposal. The changes include reallocating funding among the existing programme of capital projects and changing project descriptions and timeframes.

I have attached a draft paper to the Cabinet Legislation Committee (LEG) and Amendment Order for your consideration that would give effect to this recommendation. Treasury officials have also been consulted on the draft paper and no substantial issues were raised.

If you agree to take the attached paper to LEG, please countersign this letter.

Yours sincerely

Handwritten signature of Hon Michael Wood in blue ink.

Hon Michael Wood
Minister of Transport

Dated: 16.03.2023

Handwritten signature of Hon Grant Robertson in blue ink.

Hon Grant Robertson
Minister of Finance

Dated: 26/3/23

7 March 2023

OC230037

Hon Michael Wood
 Minister of Transport

Action required by:
 Wednesday, 8 March 2023

OFFICIAL INFORMATION ACT REQUEST FROM s 9(2)(a) REGARDING MEETINGS AND CORRESPONDENCE BETWEEN THE MINISTER'S OFFICE AND THE VEHICLE INDUSTRY ON THE CLEAN CAR STANDARD AND CLEAN CAR DISCOUNT

Purpose

Seek your agreement to the proposed response to an Official Information Act 1982 request.

Name of Requester	s 9(2)(a)
Request	<p><i>"I'm working on a story about climate policy and would like to request under OIA:</i></p> <ol style="list-style-type: none"> <i>1. Notes of any meetings during 2021 and 2022 between the minister/their office with car companies or car industry groups on the Clean Car Standard and Clean Car Discount</i> <i>2. Any correspondence such as emails or letters during 2021 or 2022 between the minister/their office and car companies or car industry groups on the Clean Car Standard and Clean Car Discount</i> <p><i>These companies/groups might be but are not limited to Toyota, Mazda,, Mitsubishi, Motor Industry Association, Motor Trade Association, Ford, Holden, BMW, Global Motors NZ Ltd, Suzuki, Subaru</i></p> <p><i>Please also include any correspondence from such companies/groups containing the phrase "ute tax"</i></p>
Statutory deadline	Wednesday, 8 March 2023
Risks	<p>Given the reasonably broad request, not all relevant material may have been captured.</p> <p>Only a very small amount of the material is proposed to be redacted. Our review and consultation on the information proposed for release has identified that there is minimal release of this material.</p>

Recommendations

We recommend you:

1 **consider** the proposed response to the request under the Official Information Act 1982

2 **sign** the attached letter to s 9(2)(a) . Yes / No



Matt Skinner
Manager, Environment and Emissions
Policy Design

07 / 03 / 2023

Hon Michael Wood
Minister of Transport

..... / /

Minister's office to complete:

- Approved
- Declined
- Seen by Minister
- Not seen by Minister
- Overtaken by events

Comments

Contacts

Name	Telephone	First contact
Matt Skinner, Manager, Environment and Emissions Policy Design	s 9(2)(a)	✓
Sigurd Magnusson, Senior Policy Advisor, , Environment and Emissions Policy Design	s 9(2)(a)	

OFFICIAL INFORMATION ACT REQUEST FROM ^{s 9(2)(a)} [REDACTED] REGARDING MEETINGS AND CORRESPONDENCE BETWEEN THE MINISTER'S OFFICE AND THE VEHICLE INDUSTRY ON THE CLEAN CAR STANDARD AND CLEAN CAR DISCOUNT

61 documents comprising 267 pages fall within the scope of the request

- 1 **Table 1** below sets out the documents that fall in the scope of request and our proposed response.
- 2 Given the wide scope of the information included in the request, there is a risk that not all correspondence has been identified. However, we have sought to include everything that we have on file, and your office has provided all relevant information that it found within scope.
- 3 Much of the material is already intended to be public (for example in the case of press releases from industry), or consistent with publicly released material (for example where the industry has sent you emails consistent with public submissions they made to the Clean Vehicles Bill at select committee in 2021).
- 4 Some material from the industry was not intended to be public. However, we consider that in most cases, sufficient time has passed that there is minimal risk in releasing it.
- 5 An email from ^{s 9(2)(a)} [REDACTED], item 50, mentions attached comments of which we do not have a record.

Consultation was attempted with all stakeholders

- 6 All of the emails and attachments have been shared with the stakeholders who sent or received them as part of consultation on the proposed release to identify any potential issues with the release of information. Two did not reply (DriveElectric and Hire a Holden).
- 7 Of those consulted, only one stakeholder raised concerns, ^{s 9(2)(b)(ii)} [REDACTED]. It stated that the release of some of their correspondence to you ^{s 9(2)(b)(ii)} [REDACTED]
[REDACTED]
- 8 In addition, officials felt some of the ^{s 9(2)(b)(ii)} [REDACTED] material appeared commercial in confidence (see items 44, 45, 52, 53, and 54). Officials propose that such material sent by ^{s 9(2)(b)(ii)} [REDACTED] to you be withheld under the following section of the Act:

9(2)(b)(ii) to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information

Further context

- 9 Officials propose some information be withheld as it is intraoffice communication and is therefore out of scope (item 49).

- 10 Mobile phone numbers are proposed to be withheld under section 9(2)(a) of the Act, relating to the natural privacy of person.
- 11 In addition, some material is proposed to be withheld as it is free and frank and it's released could prevent this expression of opinion (see item 50).
- 12 A matching request has been made to the Ministry seeking correspondence between Ministry officials and industry, and that is being responded to separately.
- 13 There is a large amount of material that the requestor is potentially looking for which is publicly available in the form of 159 submissions on the Clean Vehicles Bill. We propose that you note in your response that these have not been included within scope, but that they are publicly available on the Parliament website if the requestor wishes to see them.

RELEASED UNDER
THE OFFICIAL INFORMATION ACT 1982

Table 1

	Document	Description of information withheld	Previously released
1	Email - 2023 Clean Car Discount Questions (MIA)	n/a	No
2	Email - Clean Car Discount Communications (Drive Electric)	Some information withheld under section 9(2)(a)	No (not approved)
3	Email - Clean Car standard Relief sought (MIA)	n/a	No
4	Email Attachment – MIA Letter to M Wood requesting changes to be made to the CCS 29 March 2021	n/a	No
5	Email Attachment - FCAI Rules for Calculating CO2 Compliance voluntary FES- Final FOR DISTRIBUTION	n/a	No MIA states this document is publicly available
6	Document - Correspondence from the Hon Michael Wood - David Crawford 09 Aug 2022	n/a	No
7	Email: David Crawford Clean Car Standard- WLTP and Targets.	n/a	No
8	Email Attachment: LPV graph with NZ NEDC plotted	n/a	No
9	Email: Attachment: LCV graph with NZ NEDC plotted	n/a	No
10	Email: David Crawford Frustrated, the Motor Industry Association withdraws support for the Clean Car Standard under the Land Transport (Clean Vehicle) Amendment Bill	n/a	No
11	Email Attachment: MIA withdraws support for the Land Transport clean vehicle amendment bill	Some information withheld under section 9(2)(a)	No
12	Email Attachment: Cabinet paper - The Clean Car Standard	The document included in this OIA response is the one attached by the original sender of the email, which came from a previous Ministry proactive release. It does not include a description of the redactions.	Yes
13	Email Attachment: Ltr to M Wood on timing of WLTP testing and Euro 6 for new vehicles	n/a	No
14	Email: Follow up from meeting on 02.10.2022 (Auto Distributors NZ)	Some information withheld under section 9(2)(a)	No
15	Email: FW_ Barriers to electric truck uptake and potential policy responses (Fuso)	Some information withheld under section 9(2)(a)	No
16	Email Attachment: FUSO21_eCanter Brochure_11.0_LR FINAL April 21	n/a	No

IN CONFIDENCE

	Document	Description of information withheld	Previously released
17	Email Attachment: Briefing to Minister Wood_FusoNZ_300621 (Fuso, June 2021)	n/a	No
18	Email: FW_ MIA Press Release - Buyers Rush to beat Clean Car Discount Fees	n/a	No
19	Email Attachment: Registration data -1975 onwards YTD March 2022 (002)	n/a	No
20	Email Attachment: March 2022 Sales Table (002)	n/a	No
21	Email Attachment: March 2022 New Vehicle Sales Press Release (002) Rush to Beat Clean Car Discount Fees leads to highest ever monthly sales of new vehicles (MIA)	n/a	No
22	Email: FW_ Urgent Clarification sought. (MIA)	Some information withheld under section 9(2)(a)	No
23	Email Attachment: Ltr to M Wood on timing of WLTP testing and Euro 6 for new vehicles (002)	n/a	No
24	Email: Industry question on the Clean Car Standard - Can the Minister provide comment please (VIA)	n/a	No
25	Email: Land Transport (Clean Vehicles) Amendment Bill No2 (MIA)	n/a	No
26	Email: Letter from the MIA on Clean Car Discount	n/a	No
27	Email Attachment: CCD Limit Change Request 19 July 2022 (MIA)	n/a	No
28	Email: Letter from the MIA on how to exclude Class L Vehicles from the ambit of the CCS.	n/a	No
29	Email Attachment: Ltr to Minister of Transport on how to exclude Class L vehicles from CCS obligations 23 Sept 2022 (MIA)	n/a	No
30	Document - M210590 Regarding the clean car discount and purchasing vehicles for... (Hire a holden)	n/a <i>Note – no response from stakeholder about release.</i>	No
31	Document - M210768 Clean Car standard WLTP and Targets - Ministerial... (MIA)	n/a	No
32	Email - MIA Press Release new vehicles Sales Nov 2022	n/a	No
33	Email Attachment - Vizulite BEV PHV HEV Nov 2022 (MIA)	n/a	No
34	Email Attachment - Registration Data - 1975 onwards YTD November 2022 (MIA)	n/a	No
35	Email Attachment - November 2022 Sales Table (MIA)	n/a	No
36	Email Attachment - November 2022 New Vehicle Sales Press Release (MIA)	Some information withheld under section 9(2)(a)	No
37	Email - MIA Press Release on reduced fees for used imported vehicles	n/a	No
38	Email Attachment - MIA Press Release on reduced fees for used vehicles under the clean car discount	n/a	No

IN CONFIDENCE

IN CONFIDENCE

	Document	Description of information withheld	Previously released
39	Email - MIA Press Release (re April 2022)	n/a	No
40	Email Attachment - April 2022 Sales Table	n/a	No
41	Email Attachment - April 2022 New Vehicle Sales Press Release	Some information withheld under section 9(2)(a)	No
42	Email Attachment - Registration data - 1975 onwards YTD April 2022	n/a	No
43	Email - Next steps from 14 July EV pathways meeting between Minister of Transport and Giltrap Group	n/a	No
44	Email Attachment - Support letter draft from Minister Wood on supply issues to VW group_26_July_final (Giltrap)	Withheld in Full 9(2)(b)(ii)	No
45	Email Attachment - Transport Minister Michael Wood letter 6th Sep 2021 (Giltrap)	One paragraph withheld. 9(2)(b)(ii)	No
46	Email Attachment - EV and Hybrid Report - July 21	n/a	No
47	Email Attachment - s 9(2)(b)(ii)	n/a	No
48	Email - RE: Clean Car Standard phased implementation (VIA)	Some information withheld under section 9(2)(a)	No
49	Email - RE: Further MIUA advice on excluding Class L vehicles from the ambit of the CCS (MIA)	Some information withheld as it is out of scope	No
50	Email - RE: Industry question on the Clean Car Standard - Can the Minister provide comment please (VIA)	n/a	No
51	Email - RE: Land Transport (Clean Vehicles) Amendment Bill No2 (MIA)	n/a	No
52	Email - s 9(2)(b)(ii)	Withheld in Full 9(2)(b)(ii)	No
53	Email Attachment - s 9(2)(b)(ii)	Withheld in Full 9(2)(b)(ii)	No
54	Email Attachment - s 9(2)(b)(ii)	Withheld in Full 9(2)(b)(ii)	No
55	Email - RE: Thanks from the VIA for the Ministers time.	Some information withheld under section 9(2)(a)	No
56	Email - RE: URGENT - CCS and motorcycles (MIA)	n/a	No
57	Document - Response to Kit Wilkerson (VIA)	n/a	No
58	Email - [Suspect Sender] RUC for PHEV / ZEV	n/a <i>Note – no response from stakeholder about release</i>	No
59	Email - Thanks from the VIA for the Ministers time.	Some information withheld under section 9(2)(a)	No

	Document	Description of information withheld	Previously released
60	Email - VIA's statement regarding withdrawing support for the Clean Car Programme - Embargoed	Some information withheld under section 9(2)(a)	No
61	Email Attachment - VIA Clean Car Programme End of Support Press Release	n/a	No

RELEASED UNDER
THE OFFICIAL INFORMATION ACT 1982

Office of Hon Michael Wood

MP for Mt Roskill

Minister of Immigration
Minister of Transport
Minister for Auckland

Minister for Workplace Relations and Safety
Associate Minister of Finance



23 March 2023

s 9(2)(a)

Dear s 9(2)(a)

I refer to your email dated 24 January 2023, requesting the following under the Official Information Act 1982 (the Act):

"I'm working on a story about climate policy and would like to request under OIA

- 1. Notes of any meetings during 2021 and 2022 between the minister/their office with car companies or car industry groups on the Clean Car Standard and Clean Car Discount*
- 2. Any correspondence such as emails or letters during 2021 or 2022 between the minister/their office and car companies or car industry groups on the Clean Car Standard and Clean Car Discount*

These companies/groups might be but are not limited to Toyota, Mazda,, Mitsubishi, Motor Industry Association, Motor Trade Association, Ford, Holden, BMW, Global Motors NZ Ltd, Suzuki, Subaru

Please also include any correspondence from such companies/groups containing the phrase "ute tax".

61 documents fall within scope of this request. The documents are listed in table 1 which describes their treatment under the Act. Some material has been withheld under the following section of the Act:

- | | |
|-------------|---|
| 9(2)(a) | to protect the privacy of natural persons |
| 9(2)(g)(i) | to maintain the effective conduct of public affairs through the free and frank expression of opinions by or between or to Ministers of the Crown or members of an organisation or officers and employees of any public service agency or organisation in the course of their duty |
| 9(2)(b)(ii) | to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information |

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.

I also note that there were a number of submissions by the motor vehicle industry and others to the Clean Vehicles Bill. I have not included these within scope of this request, but 159 submissions, many of which are from the companies and groups you asked about, were published in December 2021 at the following address:

<https://bills.parliament.nz/v/6/ab916fe7-a9de-4fa0-82ab-6fab076a2fd3?Tab=sub>

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.

Yours sincerely



Hon Michael Wood
Minister of Transport

RELEASED UNDER
THE OFFICIAL INFORMATION ACT 1982

Table 1

	Document	Treatment under the Act
1	Email - Clean Car standard Relief sought (MIA)	Released in full
2	Email Attachment – MIA Letter to M Wood requesting changes to be made to the CCS 29 March 2021	Released in full
3	Email Attachment - FCAI Rules for Calculating CO2 Compliance voluntary FES- Final FOR DISTRIBUTION	Released in full
4	Email - [Suspect Sender] RUC for PHEV / ZEV	Released in full
5	Document - M210590 Regarding the clean car discount and purchasing vehicles for... (Hire a holden)	Released in full
6	Email: FW_ Barriers to electric truck uptake and potential policy responses (Fuso)	Some information withheld under section 9(2)(a)
7	Email Attachment: FUSO21_eCanter Brochure_11.0_LR FINAL April 21	Released in full
8	Email Attachment: Briefing to Minister Wood_FusoNZ_300621 (Fuso, June 2021)	Some information withheld under section 9(2)(a)
9	Email: FW_ Urgent Clarification sought. (MIA)	Some information withheld under section 9(2)(a)
10	Email Attachment: Ltr to M Wood on timing of WLTP testing and Euro 6 for new vehicles (002)	Released in full
11	Email - Next steps from 14 July EV pathways meeting between Minister of Transport and Giltrap Group	Some information withheld under section 9(2)(a)
12	Email Attachment - Support letter draft from Minister Wood on supply issues to VW group_26_July_final (Giltrap)	Withheld in full under section 9(2)(b)(ii)
13	Email Attachment - Transport Minister Michael Wood letter 6th Sep 2021 (Giltrap)	Some information withheld under section 9(2)(b)(ii)
14	Email Attachment - EV and Hybrid Report - July 21	Released in full
15	Email Attachment - Minister Wood EV Speeding the EV Era in NZ: Roundtable with the Minister of Transport and Giltrap Group July 14 final – Polis Group.	Released in full
16	Email: David Crawford_Frustrated, the Motor Industry Association withdraws support for the Clean Car Standard under the Land Transport (Clean Vehicle) Amendment Bill	Released in full
17	Email Attachment: MIA withdraws support for the Land Transport clean vehicle amendment bill	Some information withheld under section 9(2)(a)
18	Email Attachment: Cabinet paper - The Clean Car Standard	Released in full
19	Email Attachment: Ltr to M Wood on timing of WLTP testing and Euro 6 for new vehicles	Released in full
20	Email - RE: Land Transport (Clean Vehicles) Amendment Bill No2 (MIA)	Released in full

	Document	Treatment under the Act
21	Email - RE: Next steps from 14 July EV pathways meeting between Minister of Transport and Giltrap Group	Withheld in full under section 9(2)(b)(ii)
22	Email Attachment - Transport Minister Michael Wood letter 6th Sep 21	Withheld in full under section 9(2)(b)(ii)
23	Email Attachment - Support letter draft from Minister Wood on supply issues to VW group_26_July_final	Withheld in full under section 9(2)(b)(ii)
24	Email: David Crawford_Clean Car Standard- WLTP and Targets.	Released in full
25	Email Attachment: LPV graph with NZ NEDC plotted	Released in full
26	Email: Attachment: LCV graph with NZ NEDC plotted	Released in full
27	Document - M210768 Clean Car standard WLTP and Targets - Ministerial... (MIA)	Released in full
28	Email: Follow up from meeting on 02.10.2022 (Auto Distributors NZ)	Some information withheld under section 9(2)(a)
29	Email - Clean Car Discount Communications (Drive Electric)	Some information withheld under section 9(2)(a)
30	Email - MIA Press Release on reduced fees for used imported vehicles	Released in full
31	Email Attachment - MIA Press Release on reduced fees for used vehicles under the clean car discount	Released in full
32	Email: FW_ MIA Press Release - Buyers Rush to beat Clean Car Discount Fees	Released in full
33	Email Attachment: Registration data -1975 onwards YTD March 2022 (002)	Released in full
34	Email Attachment: March 2022 Sales Table (002)	Released in full
35	Email Attachment: March 2022 New Vehicle Sales Press Release (002) Rush to Beat Clean Car Discount Fees leads to highest ever monthly sales of new vehicles (MIA)	Released in full
36	Email - MIA Press Release (re April 2022)	Released in full
37	Email Attachment - April 2022 Sales Table	Released in full
38	Email Attachment - April 2022 New Vehicle Sales Press Release	Some information withheld under section 9(2)(a)
39	Email Attachment - Registration data - 1975 onwards YTD April 2022	Released in full
40	Email - 2023 Clean Car Discount Questions (MIA)	Released in full
41	Email: Letter from the MIA on Clean Car Discount	Released in full
42	Email Attachment: CCD Limit Change Request 19 July 2022 (MIA)	Released in full
	Document - Response to Kit Wilkerson (VIA)	Released in full

	Document	Treatment under the Act
43	Email - VIA's statement regarding withdrawing support for the Clean Car Programme - Embargoed	Some information withheld under section 9(2)(a)
44	Email Attachment - VIA Clean Car Programme End of Support Press Release	Released in full
45	Document - Correspondence from the Hon Michael Wood - David Crawford 09 Aug 2022	Released in full
46	Email - RE: URGENT - CCS and motorcycles (MIA)	Released in full
47	Email: Letter from the MIA on how to exclude Class L Vehicles from the ambit of the CCS.	Released in full
48	Email Attachment: Ltr to Minister of Transport on how to exclude Class L vehicles from CCS obligations 23 Sept 2022 (MIA)	Released in full
49	Email - RE: Further MIUA advice on excluding Class L vehicles from the ambit of the CCS (MIA)	Some information withheld as it is out of scope
50	Email - RE: Thanks from the VIA for the Ministers time.	Some information withheld under section 9(2)(a)
51	Email - Thanks from the VIA for the Ministers time.	Some information withheld under section 9(2)(a)
52	Email: Industry question on the Clean Car Standard - Can the Minister provide comment please (VIA)	Released in full
53	Email - RE: Industry question on the Clean Car Standard - Can the Minister provide comment please (VIA)	Some information withheld under sections 9(2)(a) and 9(2)(g)(i)
54	Email - RE: Clean Car Standard phased implementation (VIA)	Some information withheld under section 9(2)(a)
55	Email: Land Transport (Clean Vehicles) Amendment Bill No2 (MIA)	Released in full
56	Email - MIA Press Release new vehicles Sales Nov 2022	Released in full
57	Email Attachment - Vizulite BEV PHV HEV Nov 2022 (MIA)	Released in full
58	Email Attachment - Registration Data - 1975 onwards YTD November 2022 (MIA)	Released in full
59	Email Attachment - November 2022 Sales Table (MIA)	Released in full
60	Email Attachment - November 2022 New Vehicle Sales Press Release (MIA)	Some information withheld under section 9(2)(a)

From: [David Crawford](#)
To: [M Wood \(MIN\)](#)
Cc: [Ewan Delany](#); [Freddie Holmes \(Parliament\)](#); [Sigurd Magnusson](#)
Subject: Clean Car standard Relief sought
Date: Monday, 29 March 2021 10:30:38 am
Attachments: [Letter to M Wood requesting changes to be made to the CCS March 2021.pdf](#)
[FCAI Rules for Calculating CO2 Compliance voluntary FES- Final FOR DISTRIBUTION.pdf](#)

To: Hon Michael Wood, Minister of Transport.

Please find attached a letter that follows up on discussion my Council held with you on Thursday 18 March.

Kind regards

David Crawford, Chief Executive Officer

Listing_MIA



RELEASED UNDER THE
OFFICIAL INFORMATION ACT 1982

Monday 29 March 2021

Hon Michael Wood
Minister of Transport
m.wood@ministers.govt.nz

Clean Car Standard – Further Request for Reconsideration of Various Aspects of the Clean Car Standard.

Thank you for meeting with the MIA Council by video on Thursday 18 March. Since that meeting I have been liaising with my members on various points raised at the meeting. We have also been discussing the decisions Cabinet made on 26 January, when considering the Clean Car Standard (CCS).

Our reactions to Cabinet's decisions are:

- We are grateful that the penalties have been reduced, but in our view they are still too high. Nevertheless, the reductions made are significant and we acknowledge that.
- We are pleased that you hold the view that to make the CCS effective it needs to be accompanied by strong incentives. Thank you for further clarifying your intent at our meeting of 18 March.
- However, it is fair to reflect that as a sector we were flabbergasted at the 2025 timeline for 105 grams CO₂/km target quantum and date. Our reaction is sticking to this date undoes the benefits of the above two points because with the best will in the world, we simply cannot make that target by that timeline.

Many doubt our sector when we say we cannot make that timeline. For this reason I set out below:

- Normal production planning and delivery timelines, and
- Given this, changes to the CCS that we believe will help to ameliorate the penalties we as a sector will pay. It is our clear view that the levels of penalties we will accrue will simply mean a price increase for all new vehicles, including low emission vehicles.

Normal Production Planning and Delivery Timelines

For most distributors, 2022 year model vehicles start production in June/ July this year so they are barely over one year away from 2023 model production - to be sold here in 2024.

It is important to note that model year designation at factories is not necessarily Year of Manufacture but often the timing of start of production of a model year specification update. This means that to get new models in some countries by a new year it takes months

prior, to set up, manufacture and ship cars around the world so production is always started well in advance.

Most distributors will have seen their initial prototypes of 2023/4 models at their factory meetings some 18 months ago, and the factory had probably been working on them for at least 2 years before that.

Model planning and prototyping has already happened for 2025 models, so Cabinet Minister's expectation in terms of our ability to quickly change production priorities for the design and manufacturing lead time processes is, sadly, misplaced.

Coming away from our video meeting with you on Thursday 18 March the observation of members was we are not sure how the authorities think all the dies, moulds, small parts, looms, outside vendor supply, production line machinery / robots all get made for new models. It is not a five minute process, that is why model cycles are 4 to 5 years all the parts have to be designed, prototyped, made to production standard and then tested for prolonged periods, crash tested and possibly redesigned all over again prior to actual use in any production vehicle, possibly in 4 or five different countries.

The above explanation is why we consistently requested at our industry liaison meetings with officials and Minister Genter when consulting on the clean car policies, a timeline to at least 2028 preferably 2030 as that would sit across two model cycles.

That is not possible with the target date of 2025.

Nor is it possible to simply take left hand drive low emission vehicles which are being made in the priority markets of China, Europe and North America and get our factories to turn them into right hand drive models. Changes made to existing models means each model changed must be re-homologated. Even though we accept type certification, the cost of homologating a model is in the hundreds of thousands of dollars, which must then be recuperated from sales of units. Our small market means that is uneconomical. It needs to be done for the Australasian market and Australia is not going at the same pace as us. They remain a handbrake on our aspirations.

Finally, commentators have stated surely, we must be able to get right drive models as they are being made for the UK. Apart from the fact that the UK want as many models and volume as they can get, these vehicles might also need re-homologation if they have safety assist technology in them. Often these technologies have software that is geo-ringfenced to a particular region (e-call, navigation systems for example). UK vehicles are also spec'd different to New Zealand consumer preferences.

I write all this not to imply we do not want to reach our targets. Far from it, we do. However, with a 2025 timeline we are pushing water up a hill with a piece of string.

Request for Relief from High Penalties

Given Cabinet decisions around target quantum, timeline and penalties are in your view now non-negotiable, there are some minor changes we believe are necessary to help us ameliorate the severity of likely penalties up to 2025.

When your officials were consulting on the proposed clean car standard the MIA agreed that in order to keep the calculation of CO2 status as uncomplicated as possible, we did not support the use of off-cycle credits.

We did, however, argue for super credits.

We would like both reconsidered.

Using super-credits for EV's is a low cost non-financial impost for Government. We suggest these are permitted for the period up to 2025 and their continuation after that is a key item for review in 2024.

We also believe the use of off-cycle credits should be permitted. In between new model cycles the one thing that is more in control of the local distributor is seeking small changes to various technology on vehicles where these technologies do not require the model to be re-certified.

I attach for your consideration the FCAI voluntary code on the industry's fuel economy standard. Section 5 deals with off-cycle credits. This is a good model which we believe can easily be adapted for the NZ market.

Again, the continuation of off-cycle credits post 2025 should be reviewed in 2024.

We seek your urgent consideration of this request and look forward to hearing from you or your officials on this matter.

Kind regards



David Crawford
CEO Motor Industry Association of NZ.

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1.

CO₂ Standard: Rules for Calculating Brand Targets and Assessing Brand Compliance



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12th March 2020 (ver 5.5)

DOCUMENT CONTROL

Document Management

The *CO₂ Standard: Rules for Calculating Brand Targets and Assessing Brand Compliance* has been prepared under the direction of the FCAI Board with input and review by members of the Technical Committee and CO₂ Working Group.

Prior to implementation by FCAI members, this document will be approved by the FCAI Board.

Purpose of Document

The purpose of the document is to define the rules and methods to be used by FCAI when calculating their members brand targets and assessing brand compliance against the CO₂ Standard agreed by the FCAI Board on 24 April 2018.

Version Control

Date	Version	Nature of change/comments	Editor(s)
5 Oct 18	1.0 (draft)	Initial draft to define overall procedures	J Hurnall
14 Jan 19	2.0 (draft)	Updated draft including calculation of credits, banking and carry forward of credits and debits	J Hurnall
1 Feb 19	2.1 (draft)	Updated Overview	J Hurnall
15 Apr 19	3.0 (draft)	Update calculation and transfer of credits. Super-credits only apply to sales volumes in assessing brand compliance. Include solar/thermal control technologies table from US scheme in off-cycle technologies	J Hurnall
8 Aug 19	4.0 (draft)		W Carpenter
21 Oct 19	5.0 (draft)	Update calculation responsibility. Detailed process changes	A Sanders
10 Nov 19	5.4 (draft)	Detailed process changes (for Board Mtg)	A Sanders
12 Mar 20	5.5	Final document for Official Publication	A Sanders

RATIONALE FOR THE FCAI VOLUNTARY CO₂ STANDARD

1. In the absence of Government policy certainty arising from the Commonwealth's interdepartmental Vehicle Emission forum, this standard generally adopts international practice but with flexibilities to reflect Australian market conditions.
2. Adoption of a voluntary approach by all FCAI members, not mandated by government
3. FCAI and its members will provide all administration and resourcing to support reporting of compliance with this standard
4. All FCAI members will be included in this scheme
5. There are limited Federal Government complementary measures to incentivise the uptake of low emission technologies
6. This scheme provides for a phase-in period 2020 ~ 2023 but with tracking mechanisms and CO₂ targets covering the period 2020 ~ 2030.

EXECUTIVE SUMMARY

The Federal Chamber of Automotive Industries (FCAI) is the peak industry organisation representing the importers of passenger vehicles, light commercial vehicles and motorcycles in Australia.

The FCAI supports the Ministerial Forum on Vehicle Emissions and has strongly supported a comprehensive approach to addressing motor vehicle emissions that includes fuel quality standards, introduction of Euro 6 along with the introduction of a realistic, achievable and market relevant CO₂ standard.

At the meeting on 24 April 2018, the FCAI Board approved the “FCAI Proposal for a CO₂ Standard and Introduction of Euro 6.”

The widespread availability of EN standard fuels is a key enabler for globally consistent vehicle emissions standards and proposed Australian CO₂ targets. Fuel quality standards determinations for Petrol and Diesel were made in 2019 providing clarity for fuel quality, at effectively the current minimum fuel quality level, through to 2027. This limits members ability to introduce wide spread advanced engine and after-treatment technologies until 2027.

Whilst not aligned with European Fuel Standards from 2027, the current fuel determinations give sufficient certainty for members on Australian market fuels to plan for and adopt this CO₂ standard .

This document outlines how automotive brands compliance against the agreed CO₂ Standard (Annex A) will be calculated.

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1.0 OVERVIEW

This document provides the rules for calculating the Brand Targets and Assessing Brand Compliance against the agreed FCAI CO₂ Standard (see Annex A).

The CO₂ brand targets and assessment of performance is calculated on a sales-weighted average mass per unit basis. That is, each brand's CO₂ targets (i.e. the MA Category target and the NA+MC Category target) and brand performance in each of these vehicle category groups result in 'x' gCO₂/km per unit sold as recorded in Vfacts.

NOTE: As secretariat, FCAI will assist brands to understand their specific brand targets.

FCAI will calculate each brands' individual targets (i.e. one for MA Category vehicles and another for NA+MC Category vehicles) for each calendar year as outlined in Figure 1.1 (following) and determine their compliance or otherwise with those targets. FCAI will also calculate the industry's overall achievement in terms of CO₂ emission.

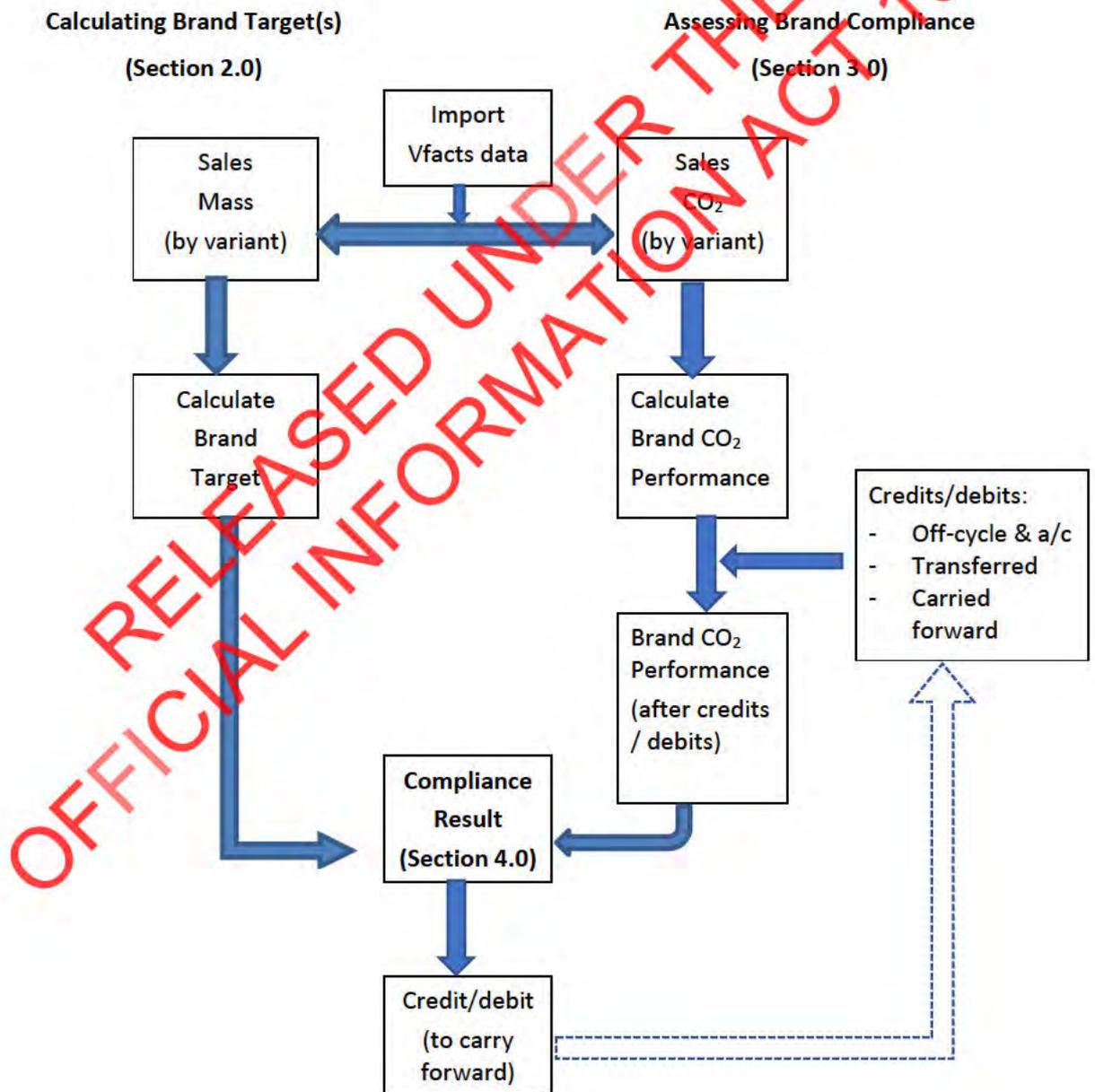


Figure 1.1 Overview

Each brand’s (supplier’s) own targets will be calculated (i.e. one for MA Category vehicles and another for NA+MC Category vehicles) for each calendar year from the mass-based limit value curve:

$$\text{CO}_2 \text{ Limit Value} = \text{CO}_{2\text{Target}} + \text{slope} \times (\text{Mass} - M_{\text{Ref}})$$

Where:

- $\text{CO}_{2\text{Target}}$ = is the annual target for each category as outlined in Tables 1.1 and 1.2.
- Mass = sales weighted Mass In Running Order (MIRO) of individual brand sales for that calendar year.
- Slope = slope of the line for that target year from Tables 1.1 and 1.2.
- M_{Ref} = reference sales weighted MIRO for that target year from Tables 1.1 and 1.2.

Table 1.1. Limit Curve Parameters – MA Category

	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
$\text{CO}_{2\text{Target}}$	154	150	146	140	134	128	122	116	110	104	98
Slope	0.079	0.077	0.074	0.072	0.070	0.068	0.065	0.063	0.061	0.058	0.056
M_{Ref}	1558	1563	1568	1573	1578	1584	1589	1594	1599	1604	1609

Table 1.2. Limit Curve Parameters – NA+MC Category

	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
$\text{CO}_{2\text{Target}}$	197	193	189	183	177	172	166	160	154	149	143
Slope	0.076	0.075	0.075	0.075	0.074	0.074	0.074	0.073	0.073	0.072	0.072
M_{Ref}	2070	2073	2076	2078	2081	2084	2087	2090	2092	2095	2098

For example, the value limit curves for each category for 2020 target year will be:

- MA category: $\text{CO}_2 \text{ Limit Value} = 154 + 0.079 (\text{Mass} - 1558)$
- NA+MC category: $\text{CO}_2 \text{ Limit Value} = 197 + 0.076 (\text{Mass} - 2070)$

And the value limit curves for each category for 2030 target year will be

- MA category: $\text{CO}_2 \text{ Limit Value} = 98 + 0.056 (\text{Mass} - 1609)$
- NA+MC category: $\text{CO}_2 \text{ Limit Value} = 143 + 0.072 (\text{Mass} - 2098)$

FCAI will assess each Brand’s Compliance (section 3.0) against their Brand Target(s) (Section 2.0).

The data used in calculating brand targets and assessing brand performance will be sourced from Vfacts.

2.0 CALCULATING BRAND TARGET

2.1 Overview

FCAI will calculate each brand's (Supplier's) individual, yearly targets based on their total annual sales, using data (sales and unladen mass) recorded in Vfacts for that target (calendar) year.¹

Separate targets will be calculated for:

- All MA Category² models and sales
- All NA&MC Category models and sales

2.2 Methodology

To calculate each brand target (i.e. a MA category target and a NA&MC category target), the sales weighted average mass is needed.

Notes:

- Sales = total sales in calendar year
- Mass In Running Order (MIRO)³ = Unladen mass + 75 kg
- Unladen (kerb) mass = the mass of the vehicle in running order unoccupied and unladen with all fluid reservoirs filled to nominal capacity including fuel, and with all standard equipment.⁴

Step 2.1: Total mass for all models/variants sold in calendar year

Total mass for each variant;

- Total mass of variant (1) = Mass(variant(1)) x Sales(variant(1))
- Total mass of variant(n) = Mass(variant(n)) x Sales(variant(n))

Total mass for each model:

$$\text{Total mass of Model}_i = \sum_{n=1}^n \text{Total mass of variant}(1) + \dots + \text{Total mass of variant}(n)$$

Step 2.2: Total sales for all models/variants sold in calendar year

Total sales for each model/variant;

- Total sales of variant (1) = Sales(variant(1))

Total sales for each model:

$$\text{Total sales of model}_i = \sum_{n=1}^n \text{Total sales of variant}(1) + \dots + \text{Total sales of variant}(n)$$

¹ The data added to Vfacts should be consistent with the data used for the vehicle Type Approval and recorded in the RVD and Type Approval documents.

² Each vehicle model is included in the CO2 Target that corresponds to its vehicle category as per its Type Approval.

³ As per its Type Approval

⁴ Vehicle Standard (Australian Design Rule – Definitions and Vehicle Categories) 2005, compilation date 15/02/2016

Step 2.3: Calculate sales weighted average mass for brand

Total sales weighted mass for all models (in that vehicle category target group) sold by brand:

- Brand total mass = $\sum_{n=1}^n \text{Total mass of model}(1) + \dots + \text{Total mass of model}(n)$
- Brand total sales = $\sum_{n=1}^n \text{Total sales of model}(1) + \dots + \text{Total sales of model}(n)$

$$\text{Sales weighted average mass for brand} = \frac{\text{Brand total mass}}{\text{Brand total sales}}$$

Step 2.4: Calculate brand target(s)

Each brand's target(s) are calculated using the mass limit curve;

$$\text{CO}_2 \text{ Limit Value} = \text{CO}_{2\text{Target}} + \text{slope} \times (\text{Mass} - M_{\text{Ref}}) \quad (\text{Equ 2.1})$$

Where:

- $\text{CO}_{2\text{Target}}$ = is the annual target for each category as outlined in Tables 1.1 and 1.2.
- Mass = sales weighted average mass calculated in step 2.
- Slope = slope of the line for that target year from Tables 1.1 and 1.2.
- M_{Ref} = reference sales weighted mass (in running order) for that target year from Tables 1.1 and 1.2.

Notes:

- Separate targets need to be calculated for MA category and NA+MC Category vehicles.

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3.0 ASSESSING BRAND COMPLIANCE

3.1 Overview of Brand Compliance

FCAI will assess each brand's (Supplier's) compliance against the brand's own target(s) (Section 2.0) by calculating their sales-weighted average CO₂ emissions, using data (sales and CO₂ emissions) recorded in Vfacts for that target (calendar) year.

Compliance against the separate targets are to be calculated for:

- All MA Category models and sales
- All NA+MC Category models and sales

NOTE: Specific vehicles are excluded, refer Section 8

3.2 Methodology

To calculate the brand sales weighted average CO₂.

Notes:

- CO₂ = CO₂ emissions reported against ADR 81/02 as part of the vehicle (model/variant) type approval
- Sales = total sales (in each vehicle category target group) in calendar year ^{*1}

Step 3.1: Total CO₂ for all models/variants sold in calendar year

Total CO₂ emissions for each variant;

- Total CO₂ of variant (1) = CO₂(variant(1)) x Sales(variant(1))
- Total CO₂ of variant(n) = CO₂ (variant(n)) x Sales(variant(n))

Total mass for each model:

$$\text{Total CO}_2 \text{ of Model}_1 = \sum_{n=1}^n \text{Total CO}_2 \text{ of variant}(1) + \dots + \text{Total CO}_2 \text{ of variant}(n)$$

Step 3.2: Total sales for all models/variants sold in calendar year

Total sales for each model/variant;

- Total sales of variant (1) = Sales(variant(1))

Where a variant has a super-credit (Section 6.0), the Sales volume for that variant is multiplied by the super-credit:

- Sales(variant(n)) = Super-credit multiplier x sales volume

Total sales for each model:

$$\text{Total sales of model}_1 = \sum_{n=1}^n \text{Total sales of variant}(1) + \dots + \text{Total sales of variant}(n)$$

*1 Excludes exempt vehicles, refer Section 8.

Step 3.3: Calculate sales weighted average CO₂ for brand

Total sales weighted mass for all models (in that vehicle category target group) sold by brand:

- Brand total CO₂ = $\sum_{n=1}^n \text{Total CO}_2 \text{ of model}(1) + \dots + \text{Total CO}_2 \text{ of model}(n)$
- Brand total sales = $\sum_{n=1}^n \text{Total sales of model}(1) + \dots + \text{Total sales of model}(n)$

$$\text{Brand sales weighted average CO}_2 = \frac{\text{Brand total CO}_2}{\text{Brand total Sales}}$$

Step 3.4: Subtract credits from that target year

Any credits are then subtracted from the Brand sales weighted average CO₂ to achieve the “Brand CO₂ Performance (prelim)” – see equation 3.1 below.

$$\text{Brand CO}_2 \text{ Performance (prelim)} = \text{Brand sales weighted average CO}_2 - \text{Credits (Equ 3.1)}$$

Notes:

- Calculation of (sales weighted average) credits is from Equ 5.1 (see Section 5.4).

Step 3.5: Carried forward credits and/or debits

Any credits or debits that have been banked and are to be carried forward are then added to the Brand sales weighted average CO₂ to achieve the final “Brand CO₂ Performance (final)” – see Equation 3.2 below.

$$\text{Brand CO}_2 \text{ Performance (final)} = \text{Brand CO}_2 \text{ Performance (prelim)} - \text{Carry forward Credits} + \text{Carry forward Debits (Equ 3.2)}$$

Notes:

- Rules for banking and carry forward credits and debits are detailed in Section 7.0.

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4.0 COMPLIANCE RESULT

4.1 Overview of Compliance Result

FCAI will assess each brand's (supplier's) compliance against the brand's target (calculated above) by calculating their sales-weighted average CO₂ emissions.

Separate compliance results are to be calculated for:

- All MA category models and sales
- All NA+MC Category models and sales

4.2 Methodology

To calculate the Brand Compliance Result.

$$\text{Brand Compliance Result} = \text{CO}_2 \text{ Limit Value} - \text{Brand CO}_2 \text{ Performance (final)} \quad (\text{Equ 4.1})$$

Notes:

- CO₂ Limit Value – Equ 2.1
- Brand CO₂ Performance (final) – Equ 3.2

A positive Brand Compliance Result (i.e. Brand CO₂ Performance < CO₂ Limit Value) shows that the brand has met the target and can carry forward credits.

A negative Brand Compliance Result (i.e. Brand CO₂ Performance > CO₂ Limit Value) shows that the brand has not met the target and needs to carry forward a debit.

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5.0 CREDITS

5.1 Credits

The FCAI CO₂ Standard provides for a range of Credits for both:

- Air-conditioning credits
- Off-cycle credits

Credits will be calculated annually against each brand’s annual target.

Credits are to be calculated for:

- All MA category models and sales
- All NA+MC Category models and sales

This section details how to calculate credits and the methodology for transferring credits between MA and NA+MC targets (within a single Supplier) and between Suppliers at a high level.

5.2 Air-conditioning credits

An air-conditioning (A/C) credit is included to encourage the introduction of low GWP air conditioning gas.

The following credits are available for each unit sold with an air condition system charged with a gas with a GWP < 10;

- 10 g/km for MA category vehicles
- 15 g/km for NA+MC category vehicles.

Note: For Low and Zero Emission Vehicles, it is acceptable for these vehicles to achieve a negative CO₂ result for credit calculation purposes

5.2.1 Methodology to calculate A/C credits

To calculate the air-conditioning credits.

Step 5.2.1: Total A/C credits for each model:

Total A/C credit for each model

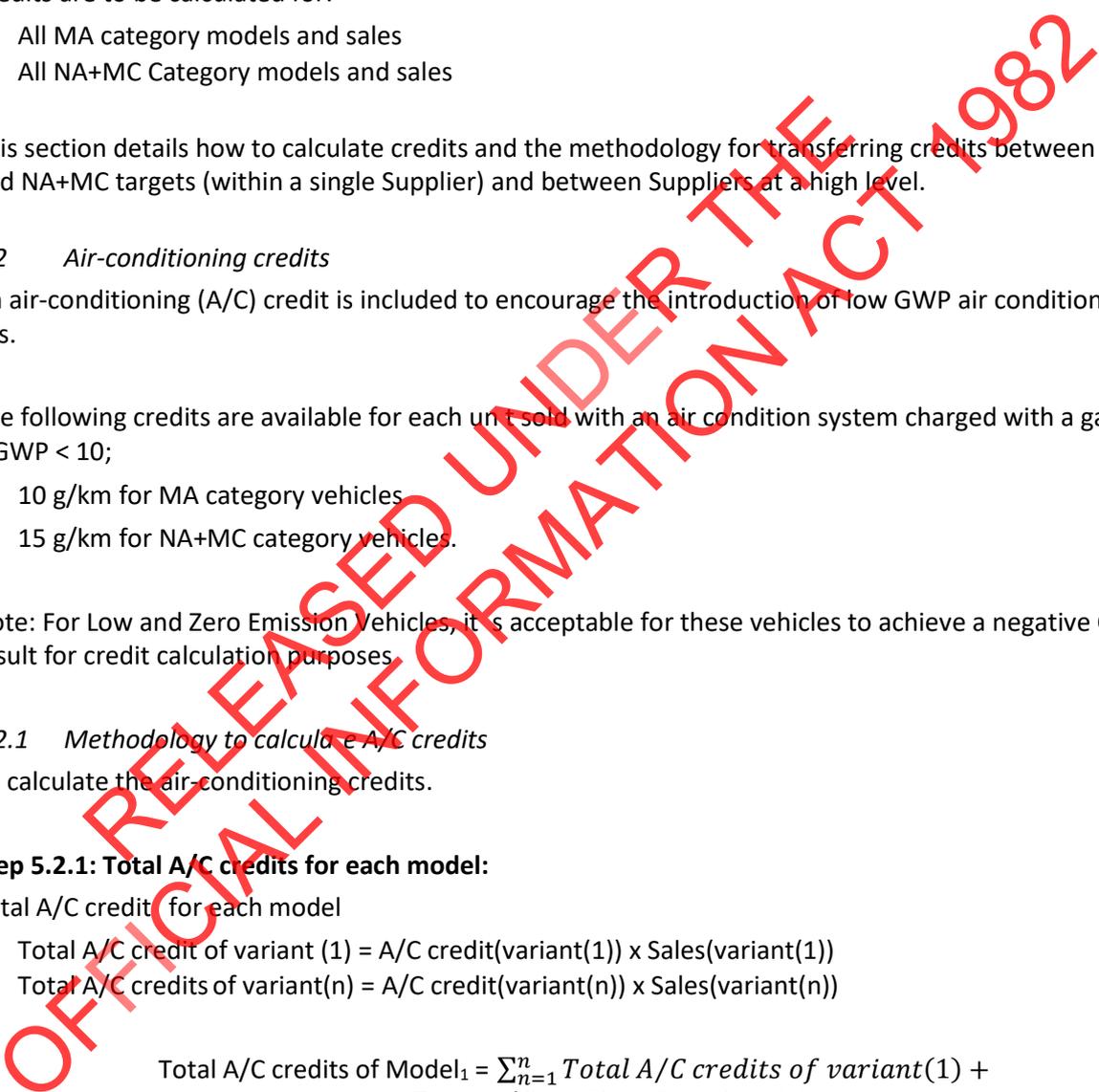
- Total A/C credit of variant (1) = A/C credit(variant(1)) x Sales(variant(1))
- Total A/C credits of variant(n) = A/C credit(variant(n)) x Sales(variant(n))

$$\text{Total A/C credits of Model}_1 = \sum_{n=1}^n \text{Total A/C credits of variant}(1) + \dots \text{Total A/C credits of variant}(n)$$

Notes:

- Where the model is an MA Category vehicle the A/C credit is 10g/km.
- Where the model is an NA or MC Category vehicle the A/C credit is 15g/km
- Where a variant has a super-credit (Section 6.0), the Sales volume is multiplied by the super-credit:
 - Sales(variant(n)) = Super-credit multiplier x sales volume

Step 5.2.2: Calculate sales weighted average A/C credit for brand



Total sales weighted A/C credit for all models (in that vehicle category target group) sold by brand:

$$\text{Brand total A/C credit} = \sum_{n=1}^n \text{Total A/C credit of model}(1) + \dots + \text{Total A/C credit of model}(n)$$

$$\text{Brand total sales} = \sum_{n=1}^n \text{Total sales of model}(1) + \dots + \text{Total sales of model}(n)$$

$$\text{Brand sales weighted average A/C credit} = \frac{\text{Brand total A/C credit}}{\text{Brand total Sales}}$$

5.3 Off-cycle credits

Credits for other eco-innovation and fuel saving technology not measured on the ADR 81/02 drive cycle are to be included.

To be consistent with overseas markets, up to a maximum of 7g/km per unit of off-cycle credits can be claimed by each brand towards their target.

Any off-cycle credit technology e.g. eco-innovation, fuel saving technology that is accepted in either the US or EU will be accepted, and the same credit level will apply.

5.3.1 EU Off-cycle Credits

While the EU continues to utilise the NEDC test for their CO₂ standard, the value provided for off-cycle credits can be directly used in the Australian CO₂ Standard.

Once the EU adopts the WLTP test only for their CO₂ standard, a conversion factor will need to be developed.

5.3.2 US Off-cycle Credits

The US provides a menu of technology and credits in their regulation (in Table II-22 and Table II-23⁵). These technology and values (converted to g/km – see Tables 5.1 and 5.2) are to be directly used in the Australian CO₂ Standard.

⁵ US Federal Register/Vol. 77, No. 199/Monday, October 15, 2012/Rules and Regulations; Department of Transportation, National Highway Traffic Safety Administration, 2017 and Later Model Year Light-Duty Vehicle Greenhouse Gas Emissions and Corporate Average Fuel Economy Standards: Final Rule

Table 5.1 Off-Cycle Technologies and Credits

Off-cycle Technology ¹	Credit for MA Category Vehicles		Credit for NA&MC Category Vehicles	
	US (g/mile)	Aust (g/km) ²	US (g/mile)	Aust (g/km) ²
High efficiency exterior lights	1.0	0.6	1.0	0.6
Waste heat recovery	0.7	0.4	0.7	0.4
Solar panels – battery charging only	3.3	2.0	3.3	2.0
Solar panels – active cabin ventilation and battery charging	2.5	1.6	2.5	1.6
Active aerodynamic improvements (for a 3% aerodynamic drag reduction)	0.6	0.4	1.0	0.6
Engine idle stop/start – with heater circulation system	2.5	1.6	4.4	2.7
Engine idle stop/start – without heater circulation system	1.5	0.9	2.9	1.8
Active transmission warm-up	1.5	0.9	3.2	2.0
Active engine warm-up	1.5	0.9	3.2	2.0
Solar/thermal control ³	3.0	1.9	4.3	2.7

Table 5.2 Off-Cycle Solar/Thermal Control and Credits

Off-cycle Technology ⁴	Credit for MA Category Vehicles		Credit for NA&MC Category Vehicles	
	US (g/mile)	Aust (g/km) ²	US (g/mile)	Aust (g/km) ²
Glass or glazing	2.9	1.8	3.9	2.4
Active seat ventilation	1.0	0.6	1.3	0.8
Solar reflective paint	0.4	0.2	0.5	0.3
Passive cabin ventilation	1.7	1.1	2.3	1.4
Active cabin ventilation	2.1	1.3	2.8	1.7

Notes:

1. Off-cycle technology approved under US CO₂ Standard
2. US (g/mile) converted to Aust (g/km) at 0.62 mile = 1 km. The conversion is calculated using 2 significant figures and rounded to 1 significant figure.
3. Off cycle solar/thermal control technology credits (outlined in Table 5.2) have credits limits as shown in Table 5.1.
4. These are the off-cycle solar/thermal control technology credits allowed under US CO₂ Standard (further details included in Annex B).

5.3.3 Calculation of sales weighted average off-cycle credits

Step 5.3.3.1: Total Off-cycle credits for each model:

Total off-cycle credits for each model

- Total off-cycle credit of variant(1) = Off-cycle credit(variant(1)) x Sales(variant(1))
- Total off-cycle credits of variant(n) = Off-cycle credit(variant(n)) x Sales(variant(n))

Notes:

- Off-cycle credit value is taken from relevant row/column form Table 5.1
- Where a variant has a super-credit (Section 6.0), the Sales volume is multiplied by the super-credit:
 - Sales(variant(n)) = Super-credit multiplier x sales volume

$$\text{Total Off-cycle credits of Model}_1 = \sum_{n=1}^n \text{Total Off - cycle credits of variant}(1) + \dots \text{Total Off - cycle credits of variant}(n)$$

Step 5.3.3.2: Calculate sales weighted average Off-cycle credit for brand

Total sales weighted Off-cycle credit for all models (in that vehicle category target group) sold by brand:

- Brand total Off-cycle credit = $\sum_{n=1}^n \text{Total Off - cycle credit of model}(1) + \dots \text{Total Off - cycle credit of model}(n)$
- Brand total sales = $\sum_{n=1}^n \text{Total sales of model}(1) + \dots \text{Total sales of model}(n)$

$$\text{Brand sales weighted average Off-cycle credit} = \frac{\text{Brand total Off-cycle credit}}{\text{Brand total Sales}}$$

5.4 Calculation of total credits

A/C credits and off-cycle credits are then combined to reach a total credit per unit sold:

$$\text{Total (sales weighed average) credit} = \text{Brand sales weighted average A/C credit} + \text{Brand sales weighted average off-cycle credit} \pm \text{Credits transferred} \quad (\text{Equ 5.1})$$

5.5 Transfer of credits/debits

Credits (and debits) are calculated against either target (i.e. MA Category or NA+MC Category), on a “total sales” basis.

After calculating the Compliance Result;

- Any credit to be transferred between targets (or between brands) are converted from a “per unit” basis to “total sales” gCO₂/km.
- Any credit or debit to be carried forward are calculated on “total sales.”

See Example 5.1 following.

Example 5.1: Calculation and Transfer of Credits (and/or debits)

Total Brand Credits for MA Category in 2025

$$\text{Sales weighted average mass} = \frac{\text{Brand total mass}}{\text{Brand total sales}} = \frac{240,000,000}{150,000} = 1600\text{kg}$$

$$\text{CO}_2 \text{ Limit Value} = \text{CO}_{2\text{Target}} + \text{slope} \times (\text{Mass} - M_{\text{Ref}}) = 128 + 0.068 \times (1600 - 1584) = 129\text{g/km}$$

$$\text{Sales weighted average CO}_2 = \frac{\text{Brand total CO}_2}{\text{Brand total Sales}} = \frac{18,600,000}{150,000} = 124\text{g/km}$$

Compliance Result = CO₂ Limit Value – Sales weighted average CO₂ = 129 – 124 = 5g/km
(i.e. brand complies with MA target with 5g/km per unit credit)

$$\begin{aligned} \text{Total MA CO}_2 \text{ Credit} &= \text{Compliance Result} \times \text{Brand total sales} \\ &= 5 \times 150,000 \\ &= 750,000\text{g/km} \end{aligned}$$

Total Brand Credits/Debits for MC+NA Category in 2025

$$\text{Sales weighted average mass} = \frac{\text{Brand total mass}}{\text{Brand total Sales}} = \frac{210,000,000}{100,000} = 2100\text{kg}$$

$$\text{CO}_2 \text{ Limit Value} = \text{CO}_{2\text{Target}} + \text{slope} \times (\text{Mass} - M_{\text{Ref}}) = 172 + 0.074 \times (2100 - 2084) = 173\text{g/km}$$

$$\text{Sales weighted average CO}_2 = \frac{\text{Brand total CO}_2}{\text{Brand total Sales}} = \frac{17,800,000}{100,000} = 178\text{g/km}$$

Compliance Result = CO₂ Limit Value – Sales weighted average CO₂ = 173 – 178 = -5g/km
(i.e. brand does not comply with MC+NA target with 5g/km per unit debit)

$$\begin{aligned} \text{Total MC+NA CO}_2 \text{ Debit} &= \text{Compliance Result} \times \text{Brand total sales} \\ &= -5 \times 100,000 \\ &= -500,000\text{g/km} \end{aligned}$$

Brand result

The credits from the MA Compliance Result (750,000 g/km) can be transferred to the MC+NA Compliance Result (-500,000 g/km) to give:

- MA Compliance Result = **COMPLIES** carrying a 750,000 g/km credit forward
- MC+NA Compliance Result = **DOES NOT COMPLY** in its own right but **COMPLIES** by transferring credit from MA compliance
- Overall Brand compliance = MA CO₂ Credit + MC+NA CO₂ Debit **COMPLIES** 750,000 + (-500,000) = 250,000 g/km
- Credits to be carried forward = 250,000 g/km

Therefore, the brand meets both MA and MC+NA targets and has 250,000 g/km that can be carried forward (or transferred to another brand).

Note: During the report phase (2020 – 2023), only credits are recorded and banked for future use. Considering the same Example 5.1 above but where MA+NA compliance result is (-800,000):

MA Compliance Result = **COMPLIES** carrying a 750,000 g/km credit forward
 MC+NA Compliance Result = Does **NOT COMPLY** in its own right
 And does **NOT COMPLY** by transferring all existing credit from MA result
 Overall Brand compliance = MA CO₂ Credit + MC+NA CO₂ Debit
 Does **NOT COMPLY** 750,000 + (-800,000) = -50,000 g/km
 But not reported as non-compliance in period 2020 ~ 2023
 Debits to be carried forward = 0 g/km

Report Phase	MA	MC+NA	Net	Carry Forward
2020	+	+	++	✓
2021	+	-	-	×
2022	+	+	+	✓
2023	+	+	+	✓
2024	-	+	-	✓ (debit)

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6.0 SUPER-CREDITS

6.1 Super-credits

Credits for zero-emission vehicles (ZEV) and low emission vehicles are to be included. These are referred to as “super-credits” in both the EU and US CO₂ standards.

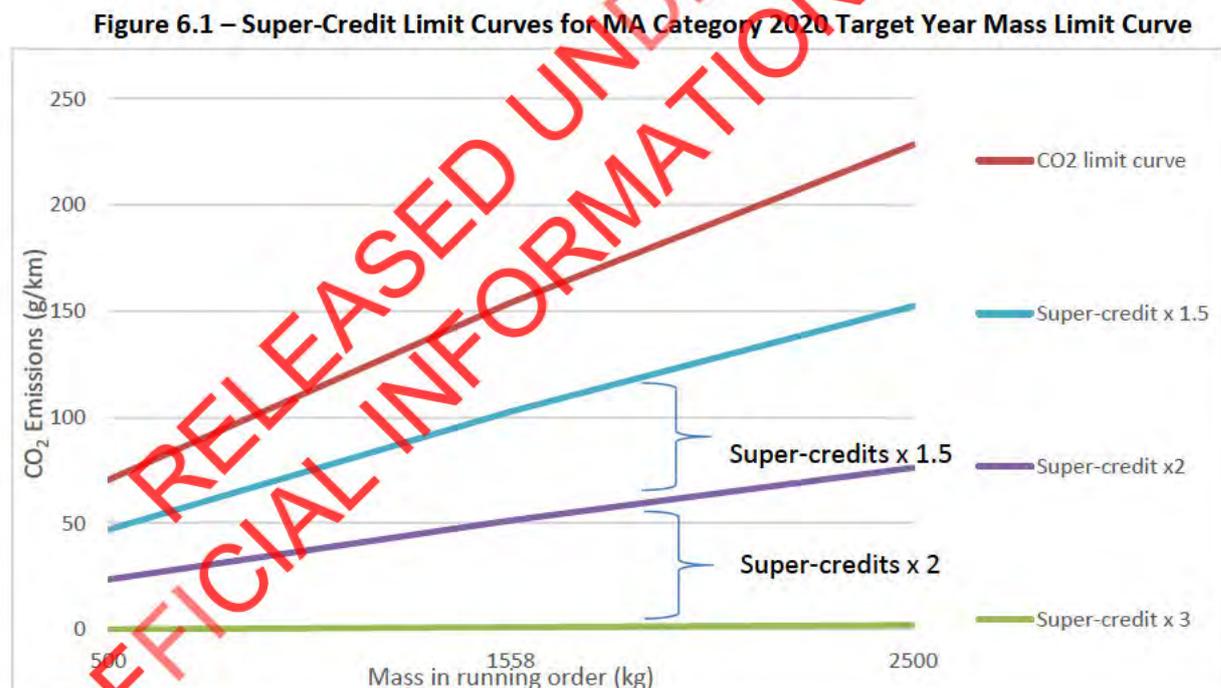
Super-credits are to be calculated separately for:

- All MA category models and sales
- All NA+MC category models and sales

The super credit boundaries are linked to the targets and value limit curve for each target year for the MA category targets and the NA+MC category targets:

- Vehicles emitting 0g/km will be counted as 3 vehicles.
- Vehicles between 1-33% of value limit curve for that target year will be counted as 2 vehicles.
- Vehicles between 34-66% of value limit curve for that target year will be counted as 1.5 vehicles.

To demonstrate how the super-credits work, Figure 6.1 (following) shows the super-credit limit curves for the MA Category 2020 target year mass limit curve



Models/variants with super-credits use the super-credit multiplier when Assessing Brand Compliance (section 3.0).

When Assessing Brand Compliance (section 3.0):

- Multiplying the number of sales of the variant by the super-credit multiplier when calculating the “Brand Total Sales” (for Step 3.2).

6.2 Worked Examples

To demonstrate how Super-credits work, and may change from year to year, following are examples.

Example 1: To demonstrate calculation of super-credit value and how this will change with changes to the CO₂ Limit Value curve each year

MA category vehicle with unladen mass of 1400 kg and CO₂ emissions of 90 g.

2020: To calculate the 2020 CO₂ limit value for this vehicle:

Mass in running order = 1400 + 75 = 1475kg

CO₂ limit value = 154 + 0.079(1475-1558) = 147.443

The super-credit limits are:

Super-credit value of 2 for CO₂ over 0 grams and up to 49 g (1/3 x 147)

Super-credit value of 1.5 for CO₂ values over 49 g and up to 98 g (2/3 x 147)

Therefore, this model will receive a super-credit value of 1.5 in 2020 and sales of this model/variant will be multiplied by 1.5.

2025: The same vehicle in 2025 will have a different (lower) CO₂ limit value and super-credit boundaries would also change (decrease).

CO₂ limit value = 128 + 0.068(1475-1584) = 120.588

The super-credit limits are:

Super-credit value of 2 for CO₂ over 0 grams and up to and including 40 g (1/3 x 120)

Super-credit value of 1.5 for CO₂ values over 40 g and up to and including 80 g (2/3 x 120)

Therefore, this model will not receive a super-credit in 2025.

Example 2: Pure battery electric vehicle with 0g/km tail pipe emissions.

Super-credit = 3

All sales for this model are multiplied by 3 regardless of year of target.

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7.0 BANKING AND CARRY FORWARD OF CREDITS & DEBITS

7.1 Overview

Credits and debits can be banked and carried forward for up to 5 years.

Credits and debits are banked and carried forward on a “total sales” basis (Section 5.5)

7.2 Banking and carry forward of credits

Credits can be banked and carried forward for up to 5 years (from the year of accruing the Credit) starting in 2020.

For example, Credits accumulated against the 2020 target can be used for compliance against targets in any of the following five (5) yearly targets, i.e. up to and including the 2025 target year.

7.3 Banking and carry forward of debits

Debits can be banked and carried forward for up to 5 years (from the year of accruing the debit) starting in 2024.

NOTE: For the scheme’s phase-in period, 2020 ~ 2023, net debits are counted as zero.

All debits must be cleared within 5 years.

For example, Debits accumulated against the 2024 target can be banked and then acquitted against targets in any of the following five (5) yearly targets, i.e. up to and including the 2029 target year.

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8.0 EXEMPTIONS

Emergency services and the Defence Forces rely heavily on the use of light commercial vehicles tailored for specific requirements. Any vehicles eligible for exemption under the Commonwealth Department of Environment and Energy's Product Emissions Standards Rules 2017 will be exempt under the CO₂ standard to ensure no disruption is caused to these valuable services.

Refer: <https://www.legislation.gov.au/Details/F2019C00388>

Sales of vehicles for Emergency Services and Defence Forces may be excluded from the data used to Calculate Brand Targets (section 2.0) and Assessing Brand Compliance (section 3.0). Any vehicles not included in Assessing Brand Compliance also cannot be used for calculation of Credits (section 5.0).

For illustrative purposes

- Products that will be used only by the Australian Defence Force or a law enforcement or security agency (within the meaning of the *Independent National Security Legislation Monitor Act 2010*) and only for national security purposes; and
- Products that will be used only by an *emergency services organisation* and only for rescue or emergency services purposes

An ***emergency services organisation*** is a body that:

- (a) is, or is part of a body that is:
 - (i) established for a public purpose by or under a law of the Commonwealth, of a State or of a Territory; or
- (b) is any of the following:
 - (i) a police force or service;
 - (ii) a fire service;
 - (iii) an ambulance service;
 - (iv) a coast guard service, rescue service or emergency service;
 - (v) a surf lifesaving organisation.

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9.0 CONCLUSION

At the meeting on 24 April 2018, the FCAI Board approved the “FCAI Proposal for a CO₂ Standard and Introduction of Euro 6.”

This document outlines how FCAI members will calculate their compliance against the agreed CO₂ Standard (Appendix A).

The agreed CO₂ Standard also includes the need for regular reviews of the standard to consider any changes to Australian market conditions and to monitor the vehicle industry’s ability to meet these standards.

This document will be reviewed and updated as the CO₂ Standard is reviewed and updated.

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GLOSSARY

Term	Abbreviation	Description
Australian Design Rule	ADR	National Standards for vehicle safety, emissions and theft reduction.
Mass in running order	MIRO	Unladen mass + 75 kg
Road Vehicle Descriptor	RVD	Form used by the Government (DIRDC) to record information used to assess compliance of a vehicle with some of the requirements of the Australian Design Rules. It also provides information required for bulk registration and other purposes to the State and Territory registering authorities.
Type Approval		A Type Approval is granted by the Administrator of Vehicle Standards to a vehicle that meets the relevant ADRs
Unladen Mass		ADR D definition: the mass of the vehicle in running order unoccupied and unladen with all fluid reservoirs filled to nominal capacity including fuel, and with all standard equipment. The Unladen mass is recorded in Vfacts.

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ANNEX A: FCAI PROPOSAL FOR A CO₂ STANDARD AND INTRODUCTION OF EURO 6

At the meeting on 24 April 2018, the FCAI Board approved the “FCAI Proposal for a CO₂ Standard and Introduction of Euro 6.”

1. Introduction

The FCAI supports the Ministerial Forum on Vehicle Emissions and has strongly supported a comprehensive approach to addressing motor vehicle emissions that includes fuel quality standards, introduction of Euro 6 along with the introduction of a realistic, achievable and market relevant CO₂ standard.

The widespread availability of EN standard fuels is a key enabler for globally consistent vehicle emissions standards and proposed Australian CO₂ targets. This proposal for a CO₂ standard and introduction of Euro 6 is based on the 2019 Fuel Quality Standards Determinations for Petrol and Diesel and assumes that the Australian market fuel will not harmonise with current EU fuel quality standards until 2027.

2. CO₂ Standard

To be acceptable to Government the CO₂ standard needs to:

- Be comparable with overseas standards in terms of annual reduction (from an agreed starting point) and
- Use internationally recognisable and publicly available testing regimes and measurements (e.g. UN Regulations)

A 2020 to 2030 timeline is proposed as:

- A 5-year lead time is required for introduction for new models/technology.
- It is consistent with international practice (i.e. the US 2017-2025 fuel efficiency standards were introduced in 2012), noting that the US system had a phase-in allowing voluntary participation in the initial period.
- It allows time for the introduction of infrastructure and deployment of incentive programs to encourage the uptake of alternative powertrains including low and zero emission vehicles.
- It aligns with the Paris Agreement target date.
- It allows flexibility with time to implement new fuel quality standards and Euro 6 (also believed fundamental to success).
- Annual targets allow both the Government and brands to monitor and track progress against the long-term target.

2.1. Targets and Timeframe

The FCAI is proposing the following targets for 2030:

- 98 g/km for MA category vehicles (i.e. passenger cars and small/medium SUVs).
- 143 g/km for NA+MC category vehicles (i.e. light commercial vehicles and large SUVs).

In addition to 2030 targets, the FCAI propose interim targets from 2020 to 2030 as outlined in Table 1.

Table 1. Annual CO₂ Targets 2020-2030

	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
MA	154	150	146	140	134	128	122	116	110	104	98
NA+MC	197	193	189	183	177	172	166	160	154	149	143

Note: these targets are at an industry wide level, based on a reference mass (M_{Ref} – see following).

2.2. Brands compliance with Targets

Each brand (supplier) will have their own target (for each calendar year) from a mass-based limit value curve:

$$\text{CO}_2 \text{ Limit Value} = \text{CO}_{2\text{Target}} + \text{slope} \times (\text{Mass} - \text{M}_{\text{Ref}})$$

Where:

- CO_{2Target} = is the annual target for each category as outlined in Table 1 (above) and Tables 2a and 2b.
- Mass = sales weighted mass (in running order) of individual brand sales for that calendar year.
- Slope = slope of the line for that target year from Tables 2a and 2b.
- M_{Ref} = reference sales weighted mass (in running order) for that target year from Tables 2a and 2b.

Table 2a. Limit Curve Parameters – MA Category

	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
CO _{2Target}	154	150	146	140	134	128	122	116	110	104	98
Slope	0.079	0.077	0.074	0.072	0.070	0.068	0.065	0.063	0.061	0.058	0.056
M _{Ref}	1558	1563	1568	1573	1578	1584	1589	1594	1599	1604	1609

Table 2b. Limit Curve Parameters – NA+MC Category

	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
CO _{2Target}	197	193	189	183	177	172	166	160	154	149	143
Slope	0.076	0.076	0.075	0.075	0.074	0.074	0.074	0.073	0.073	0.072	0.072
M _{Ref}	2070	2073	2076	2078	2081	2084	2087	2090	2092	2095	2098

For example, the value limit curves for each category for 2020 target year will be:

- MA category: CO₂ Limit Value = 154 + 0.079 (Mass - 1558)
- NA+MC category: CO₂ Limit Value = 197 + 0.076 (Mass - 2070)

And the value limit curves for each category for 2030 target year will be

- MA category: CO₂ Limit Value = 98 + 0.056 (Mass - 1609)
- NA+MC category: CO₂ Limit Value = 143 + 0.072 (Mass - 2098)

FCAI will calculate each brand’s (Supplier’s) individual, yearly targets based on that brand’s total annual sales for that target year.

Each vehicle (make/model/variant) CO₂ values will be measured in accordance with ADR 81/02.⁶

A regular review (every 2 years or as required) will be needed to consider if the average mass of the new vehicle sales has changed, and if the value of M_{Ref} and/or 'slope' need to be changed to reflect change in consumer preference and/or technology.

2.3. Flexibility Provisions: Credits

The proposed standard will include flexibility provisions.

Credits will be calculated annually against each brand's annual target.

2.3.1. Air-conditioning credits:

An air-conditioning credit of 10 g/km (MA category) and 15 g/km (NA+MC category) to encourage;

- Introduction of low GWP air conditioning gas
- Improved air-conditioning efficiency
- Elimination of leakage in air-conditioning systems.

2.3.2. Off-cycle credits:

Credits for other eco-innovation and fuel saving technology not measured on the ADR 81/02 drive cycle are to be included.

To be consistent with overseas markets, up to a maximum of 7g/km can be claimed by each brand towards their target.

Any eco-innovation or fuel saving technology that is accepted in either the US or EU will be accepted, and the same credit level will be available.

2.3.3. Super-credits

Credits for zero-emission vehicles (ZEV) and low emission vehicles are to be included. These are referred to as "super-credits" in both the EU and US CO₂ standards.

The super-credit boundaries are linked to the targets and value limit curve for each target year:

- Vehicles emitting 0g/km will be counted as 3 vehicles.
- Vehicles between 1-33% of value limit curve for that target year will be counted as 2 vehicles.
- Vehicles between 34-66% of value limit curve for that target year will be counted as 1.5 vehicles.

2.3.4. Transfer of credits

Credits can be transferred between MA and NA+MC targets within a brand on a one-for-one basis.

Credits can be transferred between brands.

⁶ ADR 81/02 is harmonised with UN R101 and currently uses the NEDC drive cycle. When the new WLTP drive cycle is introduced the CO₂ targets will need to be reviewed.

2.3.5. Banking and carry forward of credits/debits

Credits can be 'banked' and carried forward for up to 5 years starting from 2020 target year.

Debits can be 'banked' and carried forward for up to 5 years starting from 2024 target year.

NOTE: During the scheme's phase-in period 2020 ~ 2023, net debits are counted as zero

2.4. Penalties

The penalty for non-compliance with the CO₂ standard will be public reporting of non-compliant brands.

No financial penalty is to be applied.

The effectiveness of a public reporting regime is to be monitored and reviewed.

2.5. Brand Reporting

All FCAI member brands will participate in the CO₂ standard, i.e. measure target against the mass limit curve and be able to access the credits.

2.6. Responsible Entity (Supplier)

The responsible entity for the CO₂ standard must be the entity that is responsible for the importation and distribution of a new light vehicle (ADR categories MA, MC and NA). The following definition is proposed:

Supplier means any person who first supplies a road motor vehicle in Australia to;

- (a) a licensed new car dealer, or
- (b) the market

2.7. Application

The CO₂ standard will begin in 2020 with:

- Reporting of brands' performance against brand CO₂ targets for the target years 2020 to 2023 with no accumulation of net debits.
 - Credits can be accumulated and carried forward from 2020 for up to 5 years.
- Reporting of brands' performance against brand CO₂ targets and level of compliance from target year 2024.
 - Credits and debits can be accumulated and carried forward from 2024 for up to 5 years.

2.8. Emergency and Defence Vehicles Exemptions

Emergency services and the Defence Forces rely heavily on the use of vehicles (often tailored for specific requirement) and therefore vehicles for these services will be exempt under the proposed CO₂ standard to ensure no disruption is caused to these valuable services.

3. Euro 6

The FCAI supports the introduction of Euro 6 by harmonising ADR 79 with UN R83 (07 and 08 series) along with the introduction of the necessary fuel quality standard.

The earliest introduction timing for Euro 6 (Euro 6b only) is 2022 for new models.

Ability for a vehicle to meet the subsequent levels of Euro 6 (i.e. 6c and 6d); especially the OBD and in-service requirements are dependent on market fuel quality:

3.1. Petrol (all grades);

- Euro 6b: Petrol with low sulfur levels (<30ppm) must be available.
- Euro 6c: Petrol with 10ppm sulfur (max) must be widely available.
- Euro 6d: Petrol with 10ppm sulfur (max) and 35% aromatics (max) must be widely available.

3.2. Diesel:

- Euro 6b: Diesel with low PAH must be available.
- Euro 6c and Euro 6d: Diesel with 8% PAH (max) must be widely available.

Note: Current experience shows that Euro 6b compliant vehicles are operating satisfactorily on PULP (95RON) with sulfur levels up to 30 ppm and aromatic levels up to 35%.

4. Fuel Quality Standard

Australian fuel quality standards must align with European fuel standards to deliver the proposed CO₂ targets and provide for implementation of UN R83/07 (Euro 6b and Euro 6c) and R83/08 series (i.e. Euro 6d along with the WLTP and RDE) into ADR 79.

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5. Review

The Government, in conjunction with the industry, must undertake regular reviews of the Australian market conditions to monitor the vehicle industry's ability to meet these standards.

The reviews will need to consider:

- Current Australian market fuel quality and any changes required to introduce new CO₂ or pollutant emission standards.
- Change in Australian buyer behaviour and vehicle choice that will influence CO₂ targets and limit curve parameters.
- Change in vehicle technology in major overseas markets and potential to impact on Australia.
- Change in international vehicle pollutant emission regulations.
- Compliance with overseas CO₂ targets and change in overseas CO₂ targets.

5.1. Initial Review

The initial review should occur 2 years (around 2022) after the introduction of the CO₂ standard to:

- Confirm short term (out to next 5 years) CO₂ targets.
- Confirm mass limit curve parameters.
- Evaluate current market conditions against assumptions made at time of implementation of CO₂ standard including:
 - Implementation timing of the various levels of Euro 6.
 - Implementation of WLTP and RDE
 - Current fuel quality standards
 - Implementation timing of any change to fuel quality standards.

5.2. Subsequent Reviews

Subsequent reviews would then occur at 3 -year intervals or as required to:

- Confirm short term (out to next 5 years) CO₂ targets and mass limit curve.
- Develop long term (out to 10 years) CO₂ targets.
- Consider introduction timings for any new pollutant emission standards.
- Confirm compatible fuel quality standards.

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ANNEX B: EXPLANATION OF US OFF-CYCLE TECHNOLOGIES

Following is an extract from the US EPA Report “Greenhouse Gas Emission Standards for Light-Duty Vehicles, Manufacturer Performance Report for the 2016 Model Year” (pp.45-46), Section E. Credits Based on “Off-Cycle” Technology;

1. Off-Cycle Credits Based on the Menu

The regulations clearly define each technology and any requirements that apply for the technology to generate credits. The definitions may be summarized as follows:

- Active aerodynamics – These technologies are automatically activated to improve the aerodynamics of a vehicle under certain conditions. These include grill shutters, which allow air to flow around the vehicle more efficiently, and suspension systems that improve air flow at higher speeds by reducing the height of the vehicle. Credits are variable and based on the measured improvement in the coefficient of drag, a test metric that reflects the efficiency of airflow around a vehicle.
- Thermal control technologies – These systems reduce the air temperature of the vehicle interior, lowering GHG tailpipe emissions by reducing the fuel demand on the A/C system. Thermal control technologies are subject to a per-vehicle cap on credits of 3.0 g/mi for cars and 4.3 g/mi for trucks.
 - Active and passive cabin ventilation – Active systems use mechanical means to vent the interior, while passive systems rely on ventilation through convective air flow. Credits range from 1.7 to 2.8 g/mi.
 - Active seat ventilation – These systems move air through the seating surface, transferring heat away from the vehicle occupants. Credits are 1.0 g/mi for cars and 1.3 g/mi for trucks.
 - Glass or glazing – Credits are available for glass or glazing technologies that reduce the total solar transmittance through the glass, thus reducing the heat from the sun that reaches the occupants. The credits are calculated based on the measured solar transmittance through the glass and on the total area of glass on the vehicle.
 - Solar reflective surface coating – Credits are available for solar reflective surface coating (e.g. paint) that reflects at least 65 percent of the infrared solar energy. Credits are 0.4 g/mi for cars and 0.5 g/mi for trucks.
- Active engine and transmission warmup – These systems use heat from the vehicle that would typically be wasted (exhaust heat, for example) to warm up key elements of the engine, allowing a faster transition to warm operation. A warmed up engine and/or transmission consumes less fuel and emits less tailpipe CO₂. Systems that use a single heat-exchanging loop that serves both transmission and engine warmup functions are eligible for either engine or transmission warmup credits, but not both.
 - Active engine warmup – Uses waste heat from the engine to warm up the engine. Credits are 1.5 g/mi for cars and 3.2 g/mi for trucks.
 - Active transmission warmup – Uses waste heat from the engine to warm up the transmission. Credits are 1.5 g/mi for cars and 3.2 g/mi for trucks.

- Engine idle stop-start – These systems allow the engine to turn off when the vehicle is at a stop (e.g., at a stoplight), automatically restarting the engine when the driver releases the brake and/or applies pressure to the accelerator. If equipped with a switch to disable the system, EPA must determine that the predominant operating mode of the system is the “on” setting (defaulting to “on” every time the key is turned on is one basis for such a determination). Thus some vehicles with these systems are not eligible for credits. Credits range from 1.5 to 4.4 g/mi, and depend on whether the system is equipped with an additional technology that allows heat, when demanded, to continue to be circulated to the vehicle occupants when the engine is off during a stop-start event.
- High efficiency exterior lights – These lights reduce the total electric demand, and thus the fuel consumption and GHG emissions, of the lighting system in comparison to conventional lighting technologies. Credits are based on the specific lighting locations, ranging from 0.06 g/mi for turn signals and parking lights to 0.38 g/mi for low beams. The total of all lighting credits may not exceed 1.0 g/mi.
- Solar panels – Vehicles that use batteries for propulsion, such as electric, plug-in hybrid electric, and hybrid vehicles may receive credits for solar panels that are used to charge the battery directly or to provide power directly to essential vehicle systems (e.g., heating and cooling systems). Credits are based on the rated power of the solar panels.

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From: [Hire A Holden](#)
To: [M.Wood \(MIN\)](#)
Subject: [Suspect Sender] RUC for PHEV / ZEV
Date: Friday, 25 June 2021 9:41:08 am

Hello Honorable Michael Wood, Minister of Transport,

Thank you for announcing the Clean Car Package on 13 June 2021.

Back in Sep 2016, the National Party announced there will be no RUC payable for light plug in hybrids (PHEVs) and zero emission vehicles (ZEV) until 31 Dec 2021.

Are we expecting an announcement for an extension to this policy, until at least the end of 2027?

We have a small fleet of vehicles doing deliveries, each operating around 5,000km a month.

Having a long term exemption would mean we will be saving \$380 per vehicle per month. This would give us some form of help to get a bigger range EV, so we are not reliant on a public fast charger most of the time, as it negatively affects the battery capacity in the long run.

The larger range vehicles are just at or over the \$80,000 cap for the Clean Car Package. \$90,000 cap would open up more opportunities.

Another hurdle for a business owner converting vehicles to electric - most car companies would only offer 2 year warranty instead of 3 years for private owners. The replacement and repair costs are very high without a warranty.

Any reduction in running or ownership costs would definitely help us.

Thank you

Kind Regards, Yornny Yeung

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Yonny Yeung
yonny@hireaholden.co.nz

Dear Yonny

Thank you for your email of 25 June 2021 regarding purchasing and using electric vehicles (EVs) as a business with a small vehicle fleet. Please accept my apologies for the delay in replying.

As you are aware, non-petrol vehicles such as diesel and EVs are generally subject to Road User Charges (RUC). The purpose of the RUC system is to recover the costs each vehicle imposes on the land transport network, as well as to provide funding for new roads and infrastructure. However, vehicles that use petrol pay fuel excise duty on any petrol purchased rather than RUC.

The Government has extended the RUC exemption for light EVs to March 2024, which will save New Zealanders around \$800 a year. This will encourage further uptake of EVs to reduce transport emissions and support meeting the Government's 2050 carbon neutral target. For more information visit please visit the website: <https://www.beehive.govt.nz/release/clean-car-package-revs-ruc-exemption-extension>.

Regarding your comments on the \$80,000 cap for the Clean Car Discount scheme (the Discount), the government is conscious that many consumers are already willing and able to afford high value low-emission vehicles. For social equity reasons, it would be inappropriate to provide a discount for them and this is why only low-emission vehicles of \$80,000 or less receive a rebate. I understand that this is frustrating if you were looking to purchase a vehicle which is slightly over this amount. However, we have been pleased by the response of several car companies who have made more options available under \$80,000. There are now a variety of electric and plug-in electric options available which would receive the discount.

I am sorry to hear that you have only been offered a 2 year warranty instead of 3 years, and how this can lead to higher costs for yourself. This may be reconciled as the uptake of EVs increases in the coming years.

As you noted, the current ownership and operating costs of EVs can be more expensive for companies as you shift away from internal combustion vehicles. But we hope the existing measures will support your transition into and operation of EVs for your business.

Thank you again for your letter and for taking an active interest in our collective challenge to decarbonise Aotearoa's transportation system. I hope this provides further context and rationale behind our efforts to encourage the uptake of EVs.

Yours sincerely

Hon Michael Wood
Minister of Transport

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From: [M Wood \(MIN\)](#)
To: [Tristan Culpan \(parliament\)](#)
Subject: FW: Barriers to electric truck uptake and potential policy responses
Date: Thursday, 1 July 2021 8:50:58 am
Attachments: [Web_233655de-5598-45a8-a594-9892a817d84e.png](#)
[Facebook_176caadb-bbf9-42b2-99ca-735139fed81b.png](#)
[LinkedIn_38a9175c-388a-4793-a441-5ece7b7c5065.png](#)
[Instagram_adf447ac-0312-49f3-87c7-2ef77859ed71.png](#)
[Youtube_c4af8b4d-e078-4af1-9307-6a68414a87e0.png](#)
[image001.png](#)
[FUSO21_eCanter Brochure_11.0_LR_FINAL_April_21.pdf](#)
[Briefing to Minister Wood_FusoNZ_300621.pdf](#)

From: Kathy Schluter [mailto:kathy.schluter@fuso.co.nz]
Sent: Wednesday, 30 June 2021 6:11 PM
To: M Wood (MIN) <M.Wood@ministers.govt.nz>
Subject: Barriers to electric truck uptake and potential policy responses

Dear Minister,

Congratulations on the announcement and imminent start of the Clean Car Discount scheme.

Since we last made contact we have been successful in delivering to the New Zealand market, 12 first series, fully integrated safety feature, zero emission eCanters.

We would like to draw your attention to the barriers for the New Zealand commercial market to fully engage in planning, learning and changing their businesses to an EV future, whilst the pressure of research and development still rests heavily on these early adopters.

Please find attached a briefing covering the above and a little about our eCanters.

We would dearly appreciate your consideration and should you wish to discuss this further, please contact either myself or Kurtis Andrews our Managing Director
kurtis.andrews@fuso.co.nz

Thank you very much for your time, we look forward to hearing from you.

Kathy Schluter

Group Manager Sales & Customer Experience

FUSO New Zealand

E kathy.schluter@fuso.co.nz | **M** s 9(2)(a)



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***B* CANTER**

**DELIVERING
SUSTAINABILITY.**

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ECANTER DRIVES SUSTAINABILITY.



SUPPORTING THE THREE PILLARS.

FUSO is guided by the three pillars of sustainability – environmental, social and economic. eCanter delivers on all three.

The world's first series-produced, fully electric light truck, eCanter represents an opportunity for transport operators to be at the leading edge of commercial EV technology, and to gain a competitive edge by spearheading the sector's response to calls for climate change action.

Wherever you operate in the supply chain, the question of sustainability is being asked by customers, partners and policy-makers at a local and international level. In New Zealand, the target for emissions has been set – for light commercial transport, FUSO leads the way towards achieving that target.

Environmental: eCanter is 100% electric powered with zero on-road emissions.

features to better protect the driver, other road-users and pedestrians.

Social: eCanter contributes towards cleaner, quieter urban areas, with advanced safety

Economic: eCanter is more cost-effective to run, with no diesel required and currently no road user charges. eCanter also provides a strategic advantage for early adopters, delivering a zero-emissions solution to meet growing market demand from new and existing customers.



GLOBAL AND LOCAL FOCUS.

As a member of Daimler AG, the world's largest manufacturer of commercial vehicles, FUSO trucks benefit from world-leading technologies and a robust network of logistical support – providing added assurance when you invest in a FUSO.

This truck is not simply a fantastic billboard for your businesses' sustainability credentials. Backed by years of research and over three million kilometres of real-world testing, eCanter is built to do its job safely, reliably and efficiently. At every level, eCanter is ready to make a difference to your business and your community.

A SAFER WAY OF WORKING.

eCanter's sustainability credentials are matched by its exceptionally high safety standards, in keeping with Fuso New Zealand's dedication to promoting safer journeys on our roads. A range of crash avoidance technologies ensure greater protection for your most precious asset – your people – while an ergonomic design and car-like functionality place premium importance on driver comfort.

ADVANCED SAFETY.

Active Emergency Braking System – helps avoid or mitigate collisions with pedestrians and other vehicles, using a radar to monitor the road ahead.

Lane Departure Warning System – reduces the risk of lane departure accidents, using a camera behind the windscreen to detect lane markings and trigger an alert if the vehicle crosses with no indicator.

Electronic Stability Control – employs multiple sensors to detect loss of steering control and apply brake force at each wheel, which aids steering control and improves stability.

DRIVER COMFORT.

With its stylish and distinctive grille, eCanter is attractively designed on the outside and intuitively configured on the inside for maximum comfort.

The push-button start function with smart key lends a car-like driving experience, while the dash-mounted audio touchscreen provides full connectivity and reverse camera. The in dash display has up-to-the-minute battery data, including range, charge level.

KEY SPEC OVERVIEW.



Battery

81kWh lithium ion
100km-150km range*
80% charge in 45mins



Power / Torque

135kW / 390Nm
Electric motor with two-stage regenerative braking



GWV / Payload

eCanter 8 – 7,490kg / 3,500kg
eCanter 6 – 5,995kg / 2,000kg
Payload is dependant on body type



Lower Running Costs

\$10 full recharge from 20%**
Qualifies for RUC exemption
50% lower maintenance costs



Advanced Safety

Active Emergency Braking System
Lane Departure Warning System
Electronic Stability Control



*Range depends on operating conditions; see overleaf for more details.

**Approximate cost based on full battery recharge from 20% at off-peak residential rate of \$0.15 per kWh.



INNOVATIVE DRIVETRAIN.

FUSO eCanter is driven by a permanent synchronous electric motor, with an impressive 135kW / 390Nm output. The motor is powered by an 81kWh (420v) lithium-ion, liquid-cooled battery pack, with a range of 100-150km* on a single charge – well-suited to around-town delivery routes.

Two-stage regeneration captures kinetic energy created by the vehicle's momentum and stores it in the batteries for future use. Low rolling resistance tyres help to maximise eCanter's practical range, while efficient use of the regeneration settings will extend the range even further.

FAST CHARGING.

A standard CCS2 plug is used for charging, with downtime minimised thanks to DC fast charge capability that will have the battery at 80% capacity in under one hour. eCanter comes equipped with an AC charge cable (max 32A), which will allow a full charge overnight using off-peak power.

DC Fast Charger (located near right front wheel)

- Plug: CCS2.
- Max output: 50kW.
- Charge time: 45 mins to 80% charge / 80 mins to 100% charge.

APPLICATION.

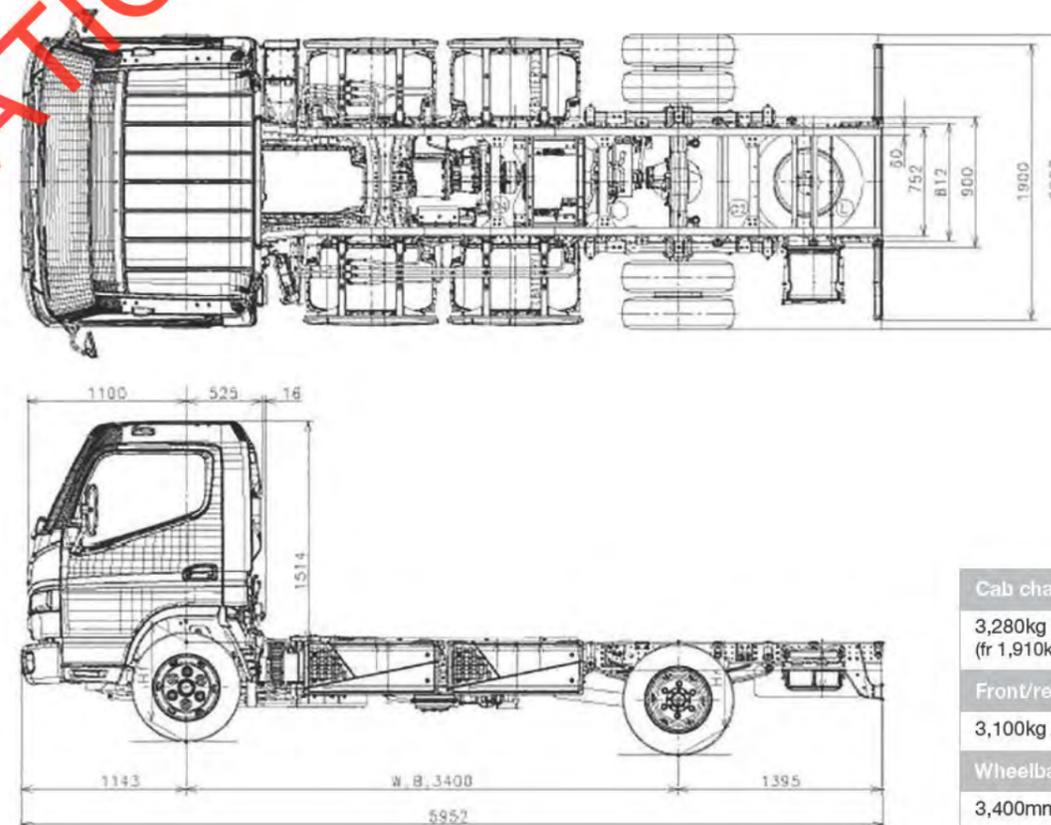
The eCanter was built for the urban environment. Engine and noise pollution are almost nil, making it well suited for around-town applications such as FMCG delivery, furniture removal, refuse and recycling, light commercial work and chilled goods delivery.

eCanter will easily fit into your fleet – its electric drivetrain is fitted to a standard 3,400mm wheelbase FUSO Canter cab chassis, meaning customers and bodybuilders will be working with the same, familiar 750mm wide frame.

AC 240V Charger

- Truck socket: CCS2.
- Plug: 32 amp wall socket.
- Max output: 7.2kW / 32 amps.
- Charge time: 9hrs to 100% charge.

SPECIFICATIONS.



Cab chassis weight
3,280kg (fr 1,910kg / rr 1,370kg)
Front/rear axle ratings
3,100kg / 6,000kg
Wheelbase
3,400mm*

*Cannot be altered.

WARRANTY.

6 years / 180,000km bumper to bumper. All scheduled maintenance service, including intermediate safety inspections, must be completed by an authorised Fuso New Zealand dealer.

*Fuso NZ makes no guarantee as to the specific battery range of individual eCanter trucks. Battery range will depend on a number of operational conditions, including, but not necessarily limited to, environment, topography, temperature, traffic flow, payload, accessory power draw, and other operational variances. Depending on charging cycles and the age of the vehicle and/or battery, the distance the vehicle can travel may reduce over time.

ECANTER

DELIVERING SUSTAINABILITY GLOBALLY.



200+
ECANTER
TRUCKS
AT WORK
AROUND
THE WORLD



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We look after our own

30/06/2021

Hon Michael Wood, Minister of Transport

Dear Minister,

Congratulations on the announcement and imminent start of the Clean Car Discount scheme. This policy will deliver increased uptake of light electric vehicles in New Zealand and help the country meet its commitment to net zero emissions by 2050. It aligns with the Climate Change Commission's recommendations to accelerate uptake of electric vehicles.

The Climate Change Commission has also recommended that the government create options to decarbonise heavy transport and freight.

The first Fuso New Zealand's eCanter electric trucks arrived in the country this month and will shortly be entering service with the country's largest freight operators through a trial supported by EECA. These are 100% battery electric trucks with advanced safety features from a New Zealand market leader in diesel truck sales.

Electric trucks offer an opportunity to deliver greater CO₂ emissions reductions and air quality improvements per vehicle than light vehicles. Electric trucks face the same upfront cost barriers as electric light vehicles and policies are needed to help overcome these initial barriers.

The barriers to electric truck uptake and potential policy responses are discussed in the Concept Consulting report *Shifting Gear: Electric Vehicle Uptake Policies* available here <https://www.concept.co.nz/updates.html>. Fuso New Zealand is proud to be a co-funder of this policy investigation work, which covers heavy electric vehicles as well as light EVs. Importantly, the report shows that New Zealand will be better off by accelerating the uptake of electric vehicles with policies such as incentives, due to the long term benefits they will bring to both vehicle operators and the public.

We encourage you to direct your officials to investigate incentives to accelerate the uptake of electric trucks on New Zealand's roads to deliver public benefits. The existing policies of funding specific projects through EECA and the Road User Charges exemption for electric trucks have been a welcome start, but more needs to be done to address the barriers to electric truck uptake, as has been recognised and is being implemented for light electric vehicles.

We would be pleased to have an opportunity to meet with you to discuss this further. We would also like to extend to you an invitation to view our electric trucks in operation at a time convenient to you.

Yours sincerely

Kurtis Andrews
Managing Director
Fuso New Zealand

s 9(2)(a)

Fuso New Zealand 8 Landing Drive
Airport Oaks
Auckland

From: [David Crawford](#)
To: [Elena Hood](#)
Subject: FW: Urgent Clarification sought.
Date: Wednesday, 4 August 2021 3:17:12 pm
Attachments: [Ltr to M Wood on timing of WLTP testing and Euro 6 for new vehicles.docx](#)

Hi Elana

Grateful if you could draw the attached to the Minister's attention.

David Crawford

Chief Executive Officer, MIA

david@mia.org.nz |  | www.mia.org.nz

From: David Crawford

Sent: Wednesday, 4 August 2021 3:09 PM

To: Michael Wood <m.wood@ministers.govt.nz>; Peter Mersi <p.mersi@transport.govt.nz>

Cc: Sigurd Magnusson <S.Magnusson@transport.govt.nz>; Freddie Holmes <Freddie.Holmes@parliament.govt.nz>

Subject: Urgent Clarification sought.

Dear Minister

Please see the attached letter.

Kind regards

David Crawford, Chief Executive Officer

Listing_MIA



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4 August 2021

Hon Michael Wood
Minister of Transport
m.wood@ministers.govt.nz

Timing of Euro 6d and WLTP testing for new vehicles entering New Zealand

Dear Minister

I write to raise with you a material concern with two aspects of decisions Cabinet agreed to when you presented 'the Clean Car Standard' Cabinet paper. These relate to transitioning the new vehicles fleet to WLTP testing for vehicles manufactured from January 2022 and a transitioning to moving the fleet to Euro 6. These are covered in paragraphs 72 to 80 of that Cabinet paper.

The statements in these paragraphs are causing confusion in the new vehicle sector and has potentially significant impacts for us.

To avoid confusion going forward we seek urgent clarification of what you intend.

The Problem

Paragraph 74 states (and its subsequent recommendation 17), with the part of the paragraph we need clarified highlighted in yellow:

New Zealand will transition to the WLTP to enable a better assessment of vehicle emissions and our progress towards CO2 targets. To facilitate this, I propose that vehicles manufactured from 1 January 2022 (regardless of whether used or new when imported) will need to include WLTP fuel economy and CO2 emissions information in order to be certified for use on New Zealand roads. This should not create a supply constraint on vehicles given our major source markets of Europe and Japan will have had to align to WLTP testing prior to that date, though it may create impacts on suppliers using Australian models who have not adopted WLTP.

Recommendation 17 that relates to the above paragraph states:

agree that vehicles manufactured from 2022 onwards must have their fuel efficiency

and CO₂ emission values assessed through a WLTP cycle test, or if not available, by the American Environmental Protection Agency (EPA) test.

However, before dealing with the clarification sought, I must first dispel some less than accurate information in paragraph 74, as underlined above. While it is true that WLTP testing is required for vehicles entering those markets, it is not true for vehicles made for other markets as these are tested to what is required in those markets. Also, and more importantly, our major source market is vehicles made for the Australasian market.

Saying our major source markets are Europe and Japan only relates to where those brands originate from. European brands and Japanese brands that come to New Zealand are made for the Australasian (read Australian) market. Australia does not accept nor require WLTP testing and will not for some time.

This is further exacerbated by the implication in your Cabinet paper that introduction of Euro 6 and WLTP testing can be done separately. This is not accurate

WLTP testing is a part of Euro 6d. Euro 6b and Euro 5 standards rely on the NEDC testing protocols.

We have provided advice to your officials on the timing of when brands can move to Euro 6d, which in effect is at the same time as Australia adopts Euro 6d. Apart from a few low volume models there is no unique New Zealand market.

Implications of my points above are:

- Currently over 90% of light vehicles entering the New Zealand market are complied to Euro 5 with a smaller number to Euro 6b. Only a few models are complied to the Euro 6d standards.
- This means come January 2022, over 90% of new light vehicles entering New Zealand will not be able to be tested using the WLTP testing protocol as these vehicles are homologated for the Australian market under Euro 5 or Euro 6b which uses the NEDC testing protocol.

I don't believe the Government intends to exclude over 90% of new light vehicles from being able to be complied for entry into service come January 2022.

The Solution

Currently under the Land Transport Rules, vehicles can be complied if tested to NEDC or WLTP four cycle (what is used in Europe). Vehicles tested in Japan use the WLTP three cycle protocol which is not yet provided for under your Land Transport Rules. The MIA's view is that you need to:

- Allow all three testing protocols now (enable WLTP three cycle testing in addition to NEDC and WLTP four cycle)
- Liaise with Industry to arrive at a date when WLTP testing for new model new vehicles can be introduced (ties in with the Australian timeline)
- Liaise with industry on a later date for when existing model new vehicles also transfer to WLTP only testing, and
- Align those dates with the introduction of Euro 6d, noting the linkage of the New Zealand's market to the Australian market.

- Require fuel consumption and Co2 data derived from WLTP four cycle or NEDC testing protocols to be converted to WLTP three cycle values.

In other words, tie together Euro 6d and WLTP test protocol work programmes as these are directly inter-related standards.

I would be grateful if you could consider the issues raised in my letter as a matter of urgency. January 2022 is not far away and our sector needs to understand what your intentions are.

Kind regards



David Crawford
Chief Executive Officer.

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From: [Glynn Tulloch](#)
To: [Elena Hood](#)
Cc: [Richard Giltrap](#); [Dane Fisher](#); E.Delany@transport.govt.nz
Subject: Next steps from 14 July EV pathways meeting between Minister of Transport and Giltrap Group
Date: Monday, 6 September 2021 3:07:25 pm
Attachments: [image001.png](#)
[image002.png](#)
[Support letter draft from Minister Wood on supply issues to VW group 26 July final.docx](#)
[Transport Minister Michael Wood letter 6th Sep 2021.pdf](#)
[EV and Hybrid Report - July 21.pdf](#)
[Minister Wood EV background data July 14 final.pptx](#)

Hello Elena,

We met with the Minister of Transport, Hon. Michael Wood on the 14th of July, during which he invited us to send some follow up information, which is attached.

Would you pass it on for his attention please?

Glynn Tulloch
Chief Executive Officer
European Motor Distributors Limited

s 9(2)(a)

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s 9(2)(b)(ii)

[Redacted text block]

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Hon. Michael Wood, Minister of Transport
Private Bag 18 888
Parliament Buildings
Wellington 6160

Cc: Hon Megan Woods, Minister of Energy

6th September 2021

Dear Minister Wood,

Thank you for speaking with us on the 14th of July. We agree on the direction that Aotearoa needs to travel and feel we can be part of the innovative solutions required to reduce the carbon footprint of the light vehicle fleet. We are supportive and thankful for the bold steps in a short period of time this Government has taken in the EV space. We found the meeting constructive and believe there are several opportunities where the Giltrap Group can support if there is willingness to do so.

We the largest local family-owned auto group in NZ and we are passionate about New Zealanders mobility during the ICE era, and now the electric one. We have been around for over 50 years and intend to be around for over 50 more, so we take a long-term view of industry change.

As discussed, we support the Clean Car Legislation Import Standard; however, we believe the arrival time of the Light Commercial Vehicles required to meet the CO₂ targets, is overly optimistic. A sufficient supply source of BEV and PHEV Commercial Vehicles does not presently exist. We believe this concern will be reiterated in an upcoming survey of product launch timetables from the Motor Industry Association (MIA) members (we are represented on the board). We are concerned that an unintended effect of the legislation will be an increase in the cost of vans from 2023, in addition to the Clean Car Fee from 2022.

We discussed with you to support decarbonisation efforts, the following proposals that will support the future EV pathways programme of work, including:

1. s 9(2)(b)(ii)
[Redacted]
2. **Ultra-fast charging hubs:** Designed to reduce range anxiety, an urban ultra-fast charging hub should be piloted. This would increase visible access to charging, build the EV profile in urban communities, and provide access to super-fast charging in strategic urban hub locations. This could be leveraged with access to EV new mobility solutions that include EVs.
3. **Upgrade to a national “EV mission”:** Upgrade the current Clean Car Standard and existing interventions to a full scale national “mission” that is time bound, empowered, and resourced with an EV Leadership Group to orchestrate state and private sector activity. The literature and practice of mission-orientated approaches is gaining momentum globally (UK, Chile, EU, Columbia) across several economic, industrial and environmental policy spheres and could have some value as a methodology for increasing innovation and unblocking bottlenecks in the system.

4. **Align FBT tax structures with existing settings:** To bring EVs closer to ICE price parity, FBT needs to be removed. This will incentivise corporate fleets to shift to EV/BEVs (25-30% within 3 years) and incentivise new mobility companies like Sixt to take more EVs onto the fleet to sell as corporate subscriptions. We have had detailed discussions with major lease industry players regarding this. This is the ultimate 'try before you buy' and will also increase the supply of second hand EVs onto the private market over time.

We have included a copy of the background information we prepared for the meeting on the 14th, as well as some further information which may be of use.

If there is a desire to advance any of the proposals above, we welcome the opportunity to have further discussions with yourself and/or your officials on how to do so most effectively. Speeding the EV evolution in NZ is a top priority for the leadership at the Giltrap Group.

Yours sincerely,



Glynn Tulloch
CEO
European Motor Distributors

Cc: Richard J Giltrap – Giltrap Group, Dane Fisher – Sixt NZ

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By Brand

Make	2018	2019	2020	2021 YTD	2021 YTD EV Share
Audi	48	135	88	93	2.7%
BMW	89	86	93	123	3.6%
Ferrari				4	0.1%
Ford	1		6	3	0.1%
Hyundai	383	615	304	524	15.5%
Jaguar	2	91	62	30	0.9%
Kia	46	79	38	125	3.7%
Mazda				33	1.0%
MG		2	118	507	15.0%
Mercedes	7	3	60	115	3.4%
Mini	42	129	123	165	4.9%
Mitsubishi	300	460	431	511	15.1%
Nissan	1	83	142	55	1.6%
Porsche	12	28	43	95	2.8%
Range Rover	1	30	3	2	0.1%
Renault	9	5	6	15	0.4%
Skoda				14	0.4%
TESLA	274	801	592	899	26.5%
Toyota	133	125	59	38	1.1%
Volkswagen	109	107	77	5	0.1%
Volvo	41	25	33	33	1.0%

Total	1498	2804	2278	3389	
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 CIAL INFORMATION

Speeding the EV Era in NZ: Roundtable with the Minister of Transport and Giltrap Group

14 July, 1130
The Beehive
Wellington

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Appendix 1: Additional analysis



Executive summary

We welcome and congratulate the Minister and MoT for recent moves

- **We are pleased with the progress the Ministry has made to decarbonise transport** and feel that industry concerns are being acknowledged.
- We thank the Government for the approval of one fast charging proposal (Auckland Airport area). We are however disappointed that the MIA destination charging proposal was turned down by EECA despite garnering cross industry support.

Major challenges still exist – particularly over the vulnerable next 5-year period

There are significant gaps and 2021-2025 will be a “vulnerable period”, where NZ has limited EV options.

- **Supply:** EV models available are insufficient and not fit for purpose for NZ market, especially in the Light Commercial Vehicle market
- **Infrastructure:** NZ needs to invest heavily in upgrading charging infrastructure with a focus on fast charging.

Recommendations

1. **Strong written support needed from the Minister to increase supply:** Our volumes are tiny and stronger messaging is needed to help persuade our large global OEM relationships to drive additional supply into the NZ market.
2. **Reduce range anxiety:** Pilot an urban ultra-fast charging hubs. Reduce range anxiety but increasing access, EV profile in urban communities, and access to super-fast charging. This could also leverage this with access to EV new mobility / shared / sub options.
3. **Upgrade to a national EV mission:** Upgrade the current clean car standard and existing interventions to a full scale national “mission” that is time bound, empowered and resourced (EV Leadership Group with other co-opted members) to orchestrate state and private sector activity.
4. **Align tax structures with existing settings to reduce EV price pressure further:** To bring EVs closer to ICE price parity - remove FBT. This will incentivise corporate fleets to shift to EV/BEVs (25-30% within 3 years) and incentivise new mobility companies (SIXT) to take on more EVs onto the fleet to sell as corporate subscriptions – the ultimate try before you buy that also increases the supply of 2nd hand EVs onto the market.

The transition to EVs will be uniquely challenging for *Kiwi car buyers* for two main reasons, compounding in a particularly vulnerable period 2021-2025

	Barriers	2021-2025 vulnerable period	Climate Commission Report
01 Supply	<ul style="list-style-type: none"> Limited choice and suitable options right to NZ consumer behaviour, lifestyle and business Very few used EVs imported, reliance on Japanese EV uptake 	<ul style="list-style-type: none"> 76% of new vehicle sales are utes or SUVs, but only 2 non-luxury EV SUVs are currently available and 0 EV utes³ Less than 3000 used EVs were imported in 2020⁴ 37% of EVs available in NZ are luxury vehicles, compared to only 8% of total NZ ICE market⁵ 	<ul style="list-style-type: none"> 8 out of 10 new vehicle sales are utes or SUVs⁹ 90% of imports from Japan where EV uptake is slow¹⁰ Acknowledges supply constraints but assumes new EV supply¹¹
02 Charging infrastructure	<ul style="list-style-type: none"> Limited infrastructure, requires scale Slow charging limits range 	<ul style="list-style-type: none"> Currently only 285 total public chargers in New Zealand⁶=1 charger for every 105 vehicles with a plug⁷ Less than 50% of public chargers provide fast charging Standard plug charges 3 kW/h = 36 kWh or 180-250K range⁸. 	<ul style="list-style-type: none"> New electricity lines and charging infrastructure installation will take time¹² Potential inability of the grid to meet EV demand¹³

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1,2,3,4,5,7,8,9 Giltrap and Industry data

6 <https://www.nzta.govt.nz/planning-and-investment/planning/transport-planning/planning-for-electric-vehicles/evroom>

7,8,9,10,11,12,13 <https://ccc-production-media.s3.ap-southeast-2.amazonaws.com/public/Inaia-tonu-nei-a-low-emissions-future-for-Aotearoa/Inaia-tonu-nei-a-low-emissions-future-for-Aotearoa.pdf>

Our proposed solutions will provide a sizeable increase in the registration of EV's for individuals and businesses where they are fit for purpose

	What this will achieve	What is required
01 Convert the decision makers	<ul style="list-style-type: none"> Manufacturers can increase the supply of EV's with the confidence they have end users Increase the number of EV's into the market, starting the depreciation cycle needed to develop an affordable second-hand market 	<ol style="list-style-type: none"> Ensure consistency in initiatives or feebates: ensures that manufacturers can appropriately secure product for the NZ market Remove and/or lower FBT: a lack of charging infrastructure means employees will need to charge at home, triggering FBT.
02 Focus on where you can win	<ul style="list-style-type: none"> Provide new mobility companies further confidence to increase the purchase of EV's for the fleet EV infrastructure can be optimised by focusing on the locations where EV buyers are most concentrated. 	<ol style="list-style-type: none"> EV-only new mobility pick up and drop off: e.g., rentals, E-Bikes, scooters Fast charging solutions on scale: Minimum of 10x fast chargers available at the hubs Consistent incentives to ensure the EV's purchase price and depreciation curve is financially achievable for these mobility companies

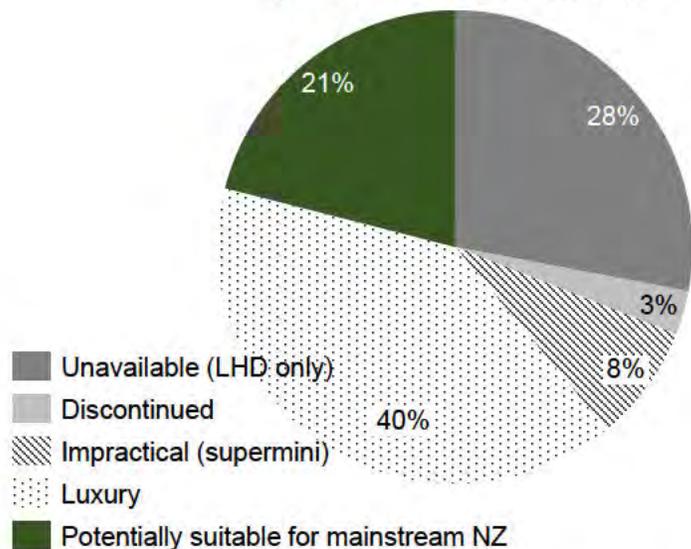
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1. Lack of Supply: new and used EV supplies are limited and the existing EV supply does not align with NZ vehicle model preferences

New and Used EV supply is limited in volume, mismatched with models demanded by New Zealand buyers and will take time to increase as NZ waits for RHD vehicles.

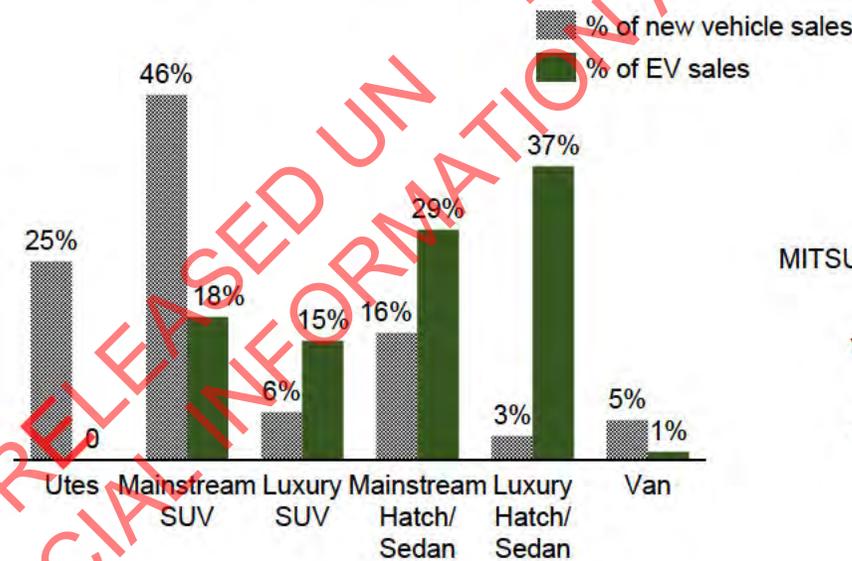
EV supply from used vehicles is extremely limited in volume.

Top Selling EVs Globally by New Zealand market fit



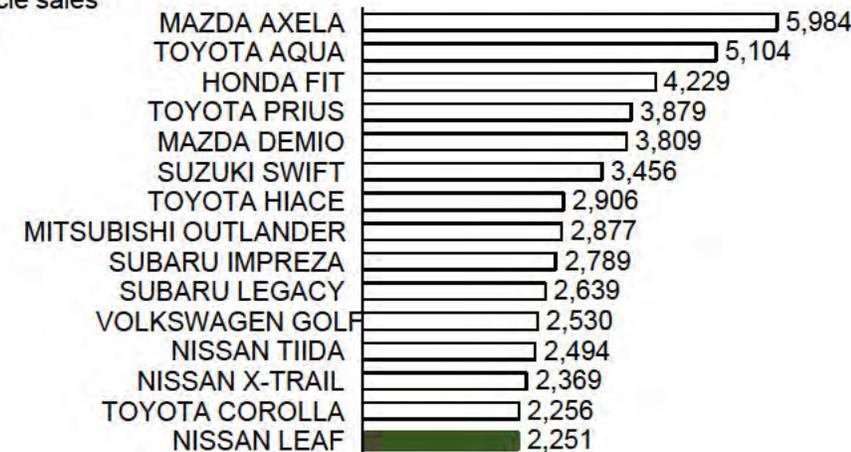
In 2021, only 21% of the top selling EVs fit the needs of the market in NZ.¹

EV vs ICE 2020 vehicle sales in NZ



Luxury sedans are 3% of new vehicles sales but 37% of EV sales, while the most popular new vehicles (utes and SUVs) have limited EV options.²

Imported vehicle volumes NZ



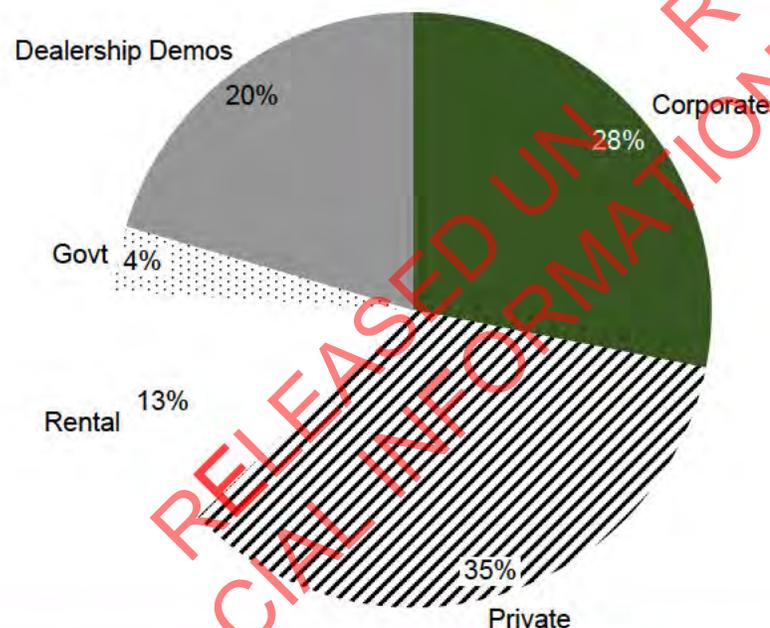
There is only one EV imported at volume, the Nissan Leaf with just 2251 units/year.²

¹<https://cleantechnica.com/2021/02/04/global-electric-vehicle-top-20-ev-sales-report>

²Giltrap and Industry data

Converting institutional fleets to EVs is a critical opportunity to transition significant volumes of vehicles quickly and at the scale needed to meet 2035 goals and beyond.

Vehicle Purchases by Buyer
2019 Breakdown of all new vehicle sales
in NZ



Corporate buyers are the second largest share of the market, allowing transition to EVs at scale, with majority paying FBT on vehicle purchased.

Additional incentives that can incentivise corporate fleet transition will help the Clean Car Discount to scale its impact.

When FBT removed, EVs would be significantly closer to ICE options, incentivising a shift in corporate fleets.

EV's vs ICE vehicles. How do the costs compare?...

- Significant cost differential between electric and ICE vehicles.
- While we see lower maintenance and running costs on electric vehicles, the purchase price and any associated FBT payments typically outweigh these benefits
- FBT costs may be able to be reduced if introducing into a "pool" fleet and not taken home by employees



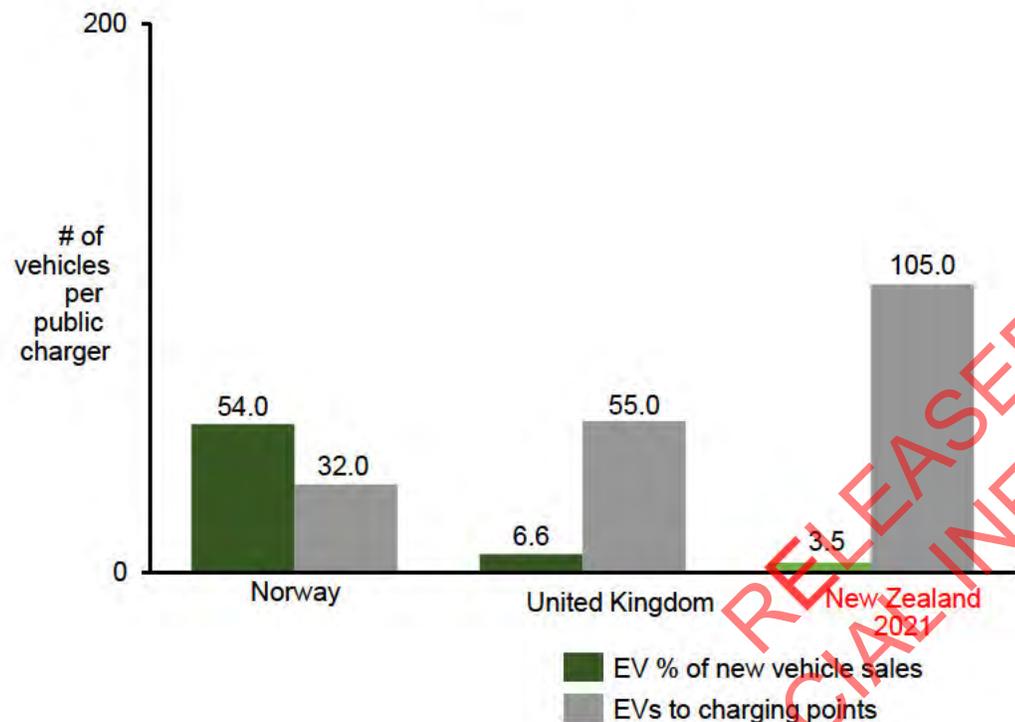
Indications from Lease companies suggest that FBT at 0% could influence 'Business NZ' to convert between 20% and 30% of fleet to EV per annum.

This equates to the vicinity of 3,000-5,000 of corporate fleet per annum. This is significant, when total PHEV / BEV purchases in the 1st six months of 2021 was only 2,235 vehicles.

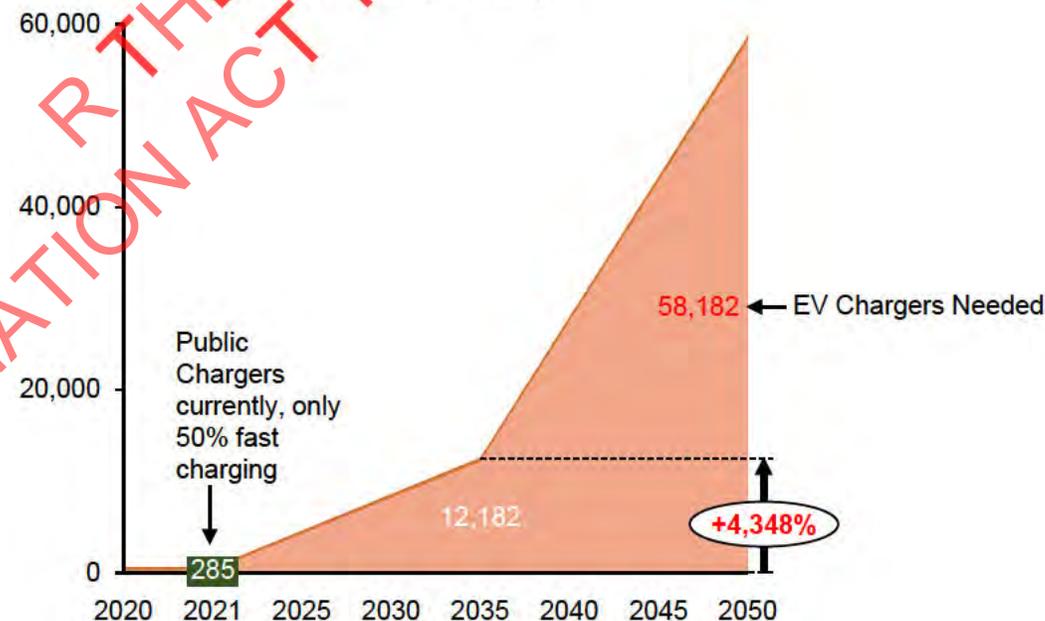


2. Charging infrastructure: Consumers have strong EV range anxiety driven by low scale and poor charger/EV ratio significantly below world leading countries

EV Sales % vs EV's per charger per country^{1,2,3,4}



EV Infrastructure gap out to 2050 (assuming 1:55 charger to EV benchmark ratio)^{5,6}

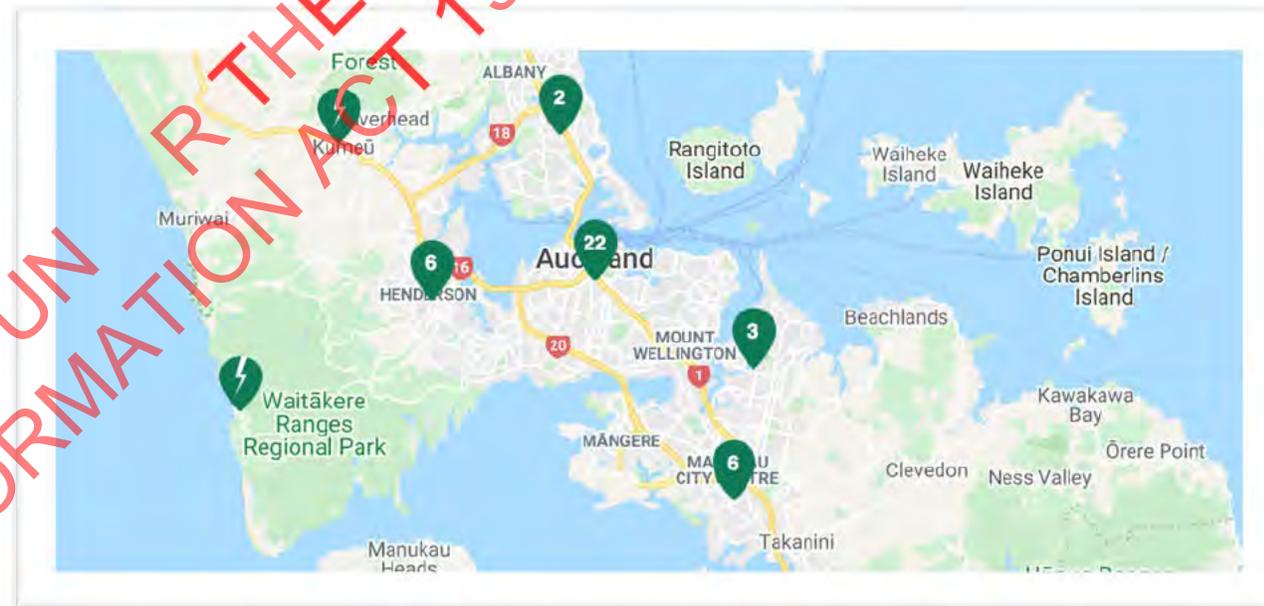


- EECA administers a \$6.5 million dollar fund to accelerate the uptake of electric vehicles.⁷
- Climate Commission Report *Ināia tonu nei: a low emissions future for Aotearoa* acknowledges need to keep pace with charging infrastructure, including community charging stations and assumes a shift to cost-reflective electricity pricing with EV charging mostly at night.

¹<https://www.reuters.com/article/us-autos-electric-norway-idUSKBN29A0ZT>
²https://en.wikipedia.org/wiki/Plug-in_electric_vehicles_in_Norway
³<https://blog.wallbox.com/en/norway-ev-incentives/>
⁴<https://www.autocar.co.uk/car-news/industry-news-sales-figures/analysis-2020-uk-car-sales-hit-28-year-low-ev-market-grows#:~:text=A%20total%20of%20108%2C205%20EVs%20to%204.1%25%20of%20the%20market.>
⁵<https://theicct.org/publications/charging-gap-UK-2020>
⁶<https://www.transport.govt.nz/statistics-and-insights/fleet-statistics/sheet/monthly-ev-statistics>
⁷<https://www.eeca.govt.nz/assets/EECA-Resources/Research-papers-guides/REL-EECA-EV-Supply-constraints-report.pdf>

The development of regional hubs to optimise investments in charging infrastructure

- Although Auckland is home to 1/3 of New Zealand's population, it has less than 10% of the public EV charging stations in NZ.
- Focusing the investment in charging infrastructure in the regional hubs where more EVs are likely to be purchased and driven is the first step in encouraging EV uptake.
- Fast charging upgrades to the grid both for public charging and at-home charging is critical to improving the speed of charge and therefore the range of travel available to EV owners/users.



Public charging stations by location, according to EVRoam¹.

Below are some links to the concept.

[Electric Forecourt ultra rapid EV charging hub plans revealed - Zap-Map](#)
[Ultrafast EV charging hub roll-out announced for Poland - Smart Cities World](#)

¹ <https://www.journeys.nzta.govt.nz/ev-chargers>

Future interventions to consider to drive bold EV uptake in NZ 2021-2025

	Principles	Innovative solutions
	Scalable solutions	<ul style="list-style-type: none"> • Converting government fleets to EVs • E.g., Norway has electrified all municipal fleets to increase technology visibility
	Revenue neutrality	<ul style="list-style-type: none"> • Levers such as FBT and depreciation that can be balanced across ICE and EVs • E.g., Norway has implemented FBT at half the usual rate for EVs³
	Optimise resources	<ul style="list-style-type: none"> • Initial focus on regional hubs and fast charging infrastructure • E.g., Norway houses one of the world's largest and most advanced EV charging garages, "Vulkan" with over 400 EVs served/day⁵
	Continued Innovation	<ul style="list-style-type: none"> • Innovative mobility solutions • E.g., UK based Onto partnered with the Electric Vehicle Association to reduce EV rental cost. Customers able to try EVs cheaply and with no long-term commitment
	Mission-orientated	<ul style="list-style-type: none"> • Upgrade Clean Air Standard to a full national mission for EV growth across NZ and engage the auto ecosystem and drive innovative solutions • E.g., UK to have 49 million (100%) electric vehicles by 2050¹

¹<https://www.theccc.org.uk/wp-content/uploads/2020/12/The-UKs-transition-to-electric-vehicles.pdf>; ² <https://www.bloomberg.com/news/articles/2020-07-15/electric-car-subsidies-have-rendered-renaults-free-in-Germany>;

³https://www.waikato.ac.nz/_data/assets/pdf_file/0007/278080/Electric-Vehicle-Policy-New-Zealand-in-a-Comparative-Context.pdf; ⁴<https://www.japantimes.co.jp/news/2020/11/25/business/subsidies-electric-vehicles/>

⁵ <https://cities-today.com/fast-facts-electric-vehicle-charging/>

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From: [David Crawford](#)
To: [Barbara Kuriger](#); [Brent Johnston](#); [Davey Uprichard](#); [David Crawford](#); [David Lorier \(Parliament\)](#); [Elena Hood](#); [Ewan Delany](#); [Freddie Holmes](#); [Haobo Wang](#); [Helen White](#); [J Genter \(MIN\)](#); [Hugh Mazey](#); [Jason FAMILTON](#); [Kerry Lambeth \(Parliament\)](#); [M Wood \(MIN\)](#); [Hon Michael Woodhouse](#); [Peter Mersj](#); [Seb \(Parliament\) Brown](#); [Simon Court](#)
Subject: David Crawford_Frustrated, the Motor Industry Association withdraws support for the Clean Car Standard under the Land Transport (Clean Vehicle) Amendment Bill
Date: Friday, 17 September 2021 9:30:01 am
Attachments: [MIA withdraws support for the Land Transport clean vehicle amendment bill.docx](#)
[Ltr to M Wood on timing of WLTP testing and Euro 6 for new vehicles.docx](#)
[Cabinet paper - The Clean Car Standard.pdf](#)

Hi all

Please find attached:

- MIA press release on the recently introduced bill -Land Transport (Clean Vehicles) Amendment Bill, and
- In relation to that press release, attached for your information is a letter we had previously sent to the Minister on aspects of policy on the clean car initiatives and the Cabinet paper on the same subject.

David Crawford, Chief Executive Officer

Listing_MIA



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Friday 17 September 2021

Frustrated, the Motor Industry Association withdraws support for the Clean Car Standard under the Land Transport (Clean Vehicle) Amendment Bill

The Government recently introduced the Land Transport (Clean Vehicle) Amendment Bill into the House. The MIA has stated on many occasions that we support well thought out and constructive policies that will lead to an increased rate in the reduction of CO2 emissions from the light vehicle fleet.

However, in introducing the Land Transport (Clean Vehicle) Amendment Bill the Government has demonstrated an appalling lack of understanding of how to effectively reduce emissions from the light vehicle fleet and will instead impose unwarranted and significant costs onto consumers. They have ignored well thought and considered advice from industry.

Worldwide, the aim of fuel economy standards (the clean car standard) is to set a clear pathway for a consistent reduction in CO2 emissions from vehicles entering the fleet where that pathway rewards those that respond and achieve reductions in line with the targets and chastises those that don't with penalties.

The Bill as tabled in Parliament deviates from standards implemented in other countries and is poorly designed. The rate of reduction (emission targets) is so steep that no current distributors apart from those solely supplying battery electric vehicles, can reach them in the time span required under the Bill.

The targets are particularly severe on light commercial vehicles where there are few options for alternative low emissions vehicles this side of 2030.

The 2026/27 targets are a nasty surprise. Under the targets in the Bill, there is a 40% reduction in emissions required from now until the end of 2025 and then a 43% reduction required over the next two years to the end of 2027.

No jurisdiction anywhere in the world requires this rate of reduction and which will see us get ahead of what Europe requires for that same time-period.

There is no obvious rationale and it seems it is a revenue gathering exercise for New Zealand to have targets that are tougher than other jurisdictions like Europe. New Zealand new vehicle importers parent companies are already making their production plan out to 2030 and these will be based on what Europe, Asia and Australia need not what our government wants.

When combining fees under the clean car discount with penalties under the clean car standard, the price for light vehicles will need to increase on average by about 15 to 20 percent to offset the penalties. Because the clean standard is applied on a weighted basis, even small vehicles will be hard hit.

Also alarming, was a Cabinet decision to require all vehicles, whether new or used, manufactured from January 2022 to be tested using the Worldwide Harmonised Light Vehicle Test Procedure (WLTP) protocol, or if that is not available by the American Environmental Protection Agency (EPA) test. The WLTP protocol is only required for the Euro 6(d) vehicle exhaust emissions standard which Australia and New Zealand have not adopted.

Further the Cabinet paper incorrectly stated our source market for vehicles is Europe and Japan who already require WLTP testing. This was based on incorrect advice from officials who, at the time it was written, did not understand that New Zealand's major source of vehicles are those made for Australia and complied to their standards, which currently do not require WLTP.

As drafted, the Bill will impose crippling penalties on the vast majority of current new vehicle distributors operating in New Zealand and ultimately onto consumers.

Due to the unreasonableness of the Bill as drafted the Motor Industry Association withdraws support for the Clean Car Standard under the Land Transport (Clean Vehicle) Amendment Bill.

ENDS

For Further Information:

Also attached Letter sent to the Minister of Transport on 4 August 2021 outlining issues with less than accurate information in his Cabinet Paper titled The Clean Car Standard

Cabinet Paper – The Clean Car Standard.pdf

David Crawford

Chief Executive Officer, Motor Industry Association

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In Confidence

Minister of Transport

Chair, Cabinet

The Clean Car Standard

Proposal

1. This paper seeks agreement to:
 - introduce a vehicle import carbon dioxide (CO₂) standard called the Clean Car Standard (the Standard); and
 - the Standard's key design features, which have been improved following consultation with the public and the vehicle industry.

Relation to Government priorities

2. This proposal is intended to be one of a number of actions taken in response to Parliament's declaration of a climate change emergency. It also gives effect to the commitment in the Labour Party's Clean Energy Policy 2020 and to the Cooperation Agreement between the Labour and Green parties, to regulate a vehicle CO₂ standard to increase the supply and variety of low emissions vehicles.
3. The Standard will be one of a number of transport policies included in the Government's first Emission Reduction Plan, which must be published by 31 December 2021. This Plan, led by the Minister for Climate Change, will outline the strategies and policies that will be used to achieve the first emissions budget for 2022–2025 and will be built on to deliver the second and third budgets.

Executive Summary

4. The Climate Change Response (Zero Carbon) Amendment Act 2019 requires CO₂ emissions to be reduced to net zero by 2050. As transport is responsible for 47 percent of New Zealand's domestic CO₂ emissions, this target cannot be achieved without largely decarbonising transport.
5. Two-thirds of transport emissions come from our light vehicles, which are cars, sport utility vehicles (SUVs), vans, utes and light trucks all under 3.5 tonnes¹. Fortunately, low emission light vehicles offer a substantial, achievable and cost-effective opportunity to decarbonise.
6. It is critical to take immediate action to realise this opportunity. Without intervention, every high-emitting vehicle that enters the fleet today will be driven until it is, on average, 20 years old. For new vehicles, this means it may be 2041 until there is another opportunity to switch these vehicles for low carbon ones.

¹ Cars and other light vehicles produced 9389 kT of CO₂ emissions in 2018. This compares to the domestic transport sector total of 16,484 kT and to New Zealand's total CO₂ emissions of 35,080 kT. New Zealand's emissions including methane and other gases is 78,862 kT CO₂e (Ministry for the Environment, New Zealand's Greenhouse Gas Inventory published in 2020).

7. Increasing the uptake of zero-emission vehicles and introducing clean car standards are areas of cooperation under the Cooperation Agreement between the New Zealand Labour Party and the Green Party of Aotearoa New Zealand. This policy was initially worked on by Hon Julie Anne Genter as Associate Minister of Transport in the last term of Parliament.
8. To realise the light vehicle opportunity, on 17 June 2019 Cabinet agreed to release the consultation document: *Moving the light vehicle fleet to low-emissions: discussion paper on a Clean Car Standard and Clean Car Discount* [CAB-19-MIN-02873 refers]. The Standard outlined in this document is the same as that proposed in Labour's Clean Energy Policy 2020.
9. Following consultation in 2020, Ministry of Transport officials worked with the vehicle industry and the Automobile Association to improve the design of the Standard. I am now seeking Cabinet agreement to introduce the Standard and its improved design.
10. The Standard will help incentivise the transition to lower carbon vehicles, which is key to achieving emission reductions in the transport sector. Depending on the year chosen a 105g target could reduce emissions by around 0.8 million tonnes by 2030 (4.3 million tonnes by 2040). This is complemented by the Government investigation of a biofuels obligation to reduce vehicle emissions of the existing fleet.
11. If Ministers agree, I will include the legislative amendments needed for the Standard in a Bill amending the Land Transport Act 1998, and if necessary, the Land Transport Management Act 2003. I will seek a priority of Category 2 for the Bill on the 2021 Legislative Programme meaning that it must be passed in the year [REDACTED]
12. The design of the Standard I am proposing includes:
- **Vehicle CO₂ targets:** the initial headline vehicle CO₂ target will be 105 grams. There are three target years proposed for Cabinet's consideration. and more stringent targets will be introduced in future years
 - **Adjustments for vehicle weight and types:** CO₂ targets will vary by vehicle weight allowing all vehicle types to attract an appropriate target. There will also be lower target for cars and SUVs, and a higher one for vans, utes and light trucks.
 - **Compliance regime:** allowing the new vehicle distributors and used-vehicle importers to take different approaches to meeting their CO₂ obligations, and instituting banking, borrowing and transfers, to manage target over- and under achievement.
 - **Charges:** to incentivise meeting CO₂ targets and generate funds to contribute towards projects that will lower emissions across the transport system.
 - **Offences and penalties:** for failing to keep the necessary records required for the Standard and administrative misconduct.
 - **Exceptions:** for vehicles of social and historic value.
 - **Administration of the scheme:** allocating responsibility to Waka Kotahi New Zealand Transport Agency (Waka Kotahi). This includes to establish processes to mitigate gaming and rorting of the Standard and to ensure consistency for vehicle CO₂ emission values.

Impact and benefit of this policy

13. Table 1 below summarises forecast carbon emissions of New Zealand's light vehicle fleet from today out to 2030 and to out 2050, together with the impact of this policy in terms of carbon reduction and social cost benefit.

Area	Year	Business as usual	With Clean Car Standard
Average vehicle emissions (grams of CO ₂ per kilometre (g CO ₂ / km))	In 2025	152g	116g in 2025 (25% reduction) if 105g (31% reduction) set for 2026
	In 2030	99g	90g (refer para 14)
	In 2035	63g	63g (refer para 14)
Total emissions from all light vehicles from 2020 (Megatonnes (Mt) CO ₂)	to 2030	122	120 (1% reduction)
	to 2050	293	290 (1% reduction)
Total emissions for light vehicles entering NZ from 2020 (Mt CO ₂)	to 2030	31	29 (5% reduction)
	to 2050	130	127 (3% reduction)
Social cost benefit (\$m) from 2020	to 2030	-	\$188m
	to 2050	-	\$403m

14. The above table is based on benefits isolated to the Clean Car Standard having an initial target of 105 g/km set for 2026, as no targets have yet been set for 2030 or 2035. When targets are set for 2030 and 2035, forecasts can be updated to show greater levels of CO₂ reduction and social benefits. These calculations do not factor in any further policies that might enhance the affordability of clean cars and/or raise prices of high-emitting vehicles.
15. This policy will generate substantial annual fuel cost savings for households and businesses. Vehicles entering the country in 2025/26 will on average save their owners approximately 31% in annual fuel costs compared to business as usual. These savings will be most noticeable to motorists on low-incomes as they spend greater proportions of their income on fuel.

Background

A Clean Car Standard is fundamental to reducing transport emissions

16. New Zealand has become a dumping ground for high emission vehicles because it is indifferent to vehicle CO₂ emissions. Currently, the light vehicles coming into the country are among the most fuel inefficient, and emission intensive, of any OECD country. The average vehicle in New Zealand has CO₂ emissions of around 171 grams per kilometre (g/km). Our cars and SUVs alone average 161 g/km, compared to 105 g/km in Europe.
17. Without new standards and incentives, this gap will continue to widen. In 2025, our light vehicle average is forecast to remain at 152 g/km, by which time Europe is expected to target between 80 and 50 g/km.

18. All other OECD countries bar Russia have now implemented a light vehicle emissions standard, including the countries we import most used vehicles from. Many have also now set dates after which new petrol and diesel vehicles will be banned, from as early as 2025–2030.²

19. Our average vehicle has higher emissions because of the following supply and demand factors:

- **Manufacturers do not supply us with their most efficient vehicle models.** When they do it is often with a delay of several years. In 2017, the most efficient vehicle models on our market had, on average, 21 percent higher emissions than their counterpart models in the United Kingdom. Vehicle manufacturers are able to supply less efficient vehicles because we have insufficient regulations, or meaningful incentives, to lower vehicle CO₂ emissions. This allows manufacturers to minimise their costs by providing vehicles with older and cheaper technologies.
- **Consumers are increasingly buying heavier new vehicles with higher emissions.** The graphs below show the shift in consumers' buying patterns for new vehicles over the last five years. Another way to appreciate this shift, is that in 2011 small vehicles were 16.6 percent of new vehicle sales. By 2019 their share of sales halved to 8.5 percent.



- **Half of the vehicles that come into New Zealand each year are used-imports.** In 2000, the average age of the vehicles was around seven years. In 2019 average age had increased to around 10 years. Generally, for the same vehicle model, newer versions tend to be more energy efficient and thus have lower emissions.

20. New Zealand is an outlier among developed countries, along with Australia and Russia, in not regulating vehicle CO₂ emissions/fuel efficiency. Australia will move forward in 2021 through its vehicle industry having a voluntary CO₂ standard of 130 g/km in 2030.

New Zealand stands to benefit substantially from implementing a Clean Car Standard

21. Vehicle CO₂ standards are used widely internationally and have been effective in mobilising large, low-cost reductions in vehicle CO₂ emissions³. Introduced here, a Clean Car Standard would:

- progressively reduce the average emissions of light vehicles coming into New Zealand;
- increase the range of low emitting vehicles available to New Zealanders across all vehicle types (for example, vans, utes, SUVs and cars);

² This includes the right hand drive markets, United Kingdom (2030), Tokyo (2030), and remainder of Japan (mid 2030s).

³ International Energy Agency 2012, Technology Roadmap, Fuel Economy of Road Vehicles, OECD/IEA, Paris

- lower the average age of used imports coming in, as younger vehicle models tend to have lower emissions than older versions of the same model;
- give New Zealanders earlier access to the world's best low emission vehicles through increasing the leverage new vehicle distributors have with their parent companies;
- reward vehicle suppliers that choose to import and market low emission vehicles, and in so doing will make them more competitive.

22. From a national perspective, implementing the Standard will provide a net benefit. The largest portion of these benefits will come from fuel savings to households and businesses. Compared to other vehicle emission reduction policies investigated by officials⁴, the Standard is estimated to deliver the largest reduction in emissions and largest net benefit to the country. The Standard would also contribute to reducing harmful local air pollution, which imposes a multi-billion dollar social cost on New Zealand annually due to its impact on human health.

A Clean Car Standard would reduce motoring costs for people and businesses

23. The poor fuel efficiency and higher emissions of our vehicles comes at a significant cost to households and businesses. On average, New Zealanders pay 65 percent more in annual vehicle fuel costs than people in the European Union, even though Europe's petrol prices are higher.
24. By having no vehicle CO₂ standards we are forgoing a cost effective way to decarbonise as the resultant fuel savings are significant. Research from the United States, over the period 1984-2014, suggests that the households that benefit the most from vehicle CO₂/fuel efficiency standards are low-income ones⁵. This is because as a percentage of income, savings from improved fuel efficiency are highest for households with lower incomes.

How the Standard would work

25. The Standard would achieve the above effect by setting increasingly tighter CO₂ emission targets, which would vary by vehicle weight. A large SUV will not be expected to meet the same CO₂ emission target as a small car.
26. The CO₂ targets would be fleet based averaged across all the vehicles sold rather than applying to individual cars. This would allow suppliers to import vehicles with emissions over the target without charge, as long as they are balanced by sufficient numbers of vehicles with emissions under the target. In this way suppliers would decide how they will configure their mix of vehicles to meet the target.
27. The Standard would apply to all new and used light vehicles sold for the first time in New Zealand. The vehicles already in New Zealand and being re-sold would not be affected.

The key design decisions for the Standard

(1) Vehicle CO₂ targets

A fleet average of 105 grams CO₂ per kilometre

⁴ Policies investigated included the Clean Car Discount, varying annual vehicle licenses, fringe benefit tax exemptions for EVs, GST exemptions for EVs, increased depreciation rates for EVs, and emissions testing as part of Warrants of Fitness.

⁵ http://bakercenter.utk.edu/wp-content/uploads/2016/09/Equity-Impacts-of-Fuel-Economy-Report_final.pdf

28. The consultation document and Labour Party's Clean Energy Policy 2020 advocate a fleet average CO₂ target of 105 grams CO₂ per kilometre (g CO₂ / km) in 2025. The industry has requested more time to adjust so additional options of 2026 and 2028 are added for Cabinet's consideration.
29. A target of 105 (g CO₂ / km) by the original 2025 timeframe is technically plausible for New Zealand. A 2025 target would put us five years behind the European Union. It would be around two years behind the targets in countries such as Canada, China and the USA states that have joined California in setting their own emission standards⁶. However the vehicle industry has argued strongly that globally, low and zero emission vehicles are prioritised for Europe, which has the strongest regulated targets, consumer incentives, and penalties, and that this heavily reduces what can be supplied to New Zealand in the short term.
30. Japan reached 105 g/km in 2014, although does so with a higher proportion of small vehicles than what New Zealand buys, and offers subsidies to low emission vehicles. Nevertheless, Japan has steadily increased its manufacture of hybrid vehicles and electric vehicles for its domestic market, increasingly enabling our used import market to transition to low emission vehicles.
31. The vehicle industry has argued a target year of 2025 could present a real risk to the vehicle market. Some suppliers have said they would be unlikely to secure enough affordable lower emission vehicles, and this would limit supply and push up vehicle prices. This could reduce public confidence in the policy.
32. The new vehicle industry has requested a target of 2030 and officials last year recommended 2028, as the earliest the industry could achieve a 105 g/km target. A 2028 or 2030 goal could be achieved by the Clean Car Standard without many additional emission reduction policies, and gives the global automotive market more time to supply New Zealand with more affordable low and zero emission vehicles. Current transport policies, with the addition of a 2025 Clean Car Standard, will already fall short of delivering emissions reductions with the urgency that we need to tackle our 2030 and 2050 climate commitments, and a later target date would increase that gap.
33. In order to accelerate this change, and ensure the success of this transition, I will come back to Cabinet with further proposals for a feebate scheme or variant on this that creates stronger incentives/disincentives to encourage the purchase of low emission vehicles and measures to increase access to low emissions transport options for lower-income households. It is unlikely that the Clean Car Standard target can be met in 2025 or 2026 or more stringent targets achieved without additional policies such as these.

Targets would be phased in with annual changes

34. The consultation document outlined two approaches for phasing in the CO₂ emissions targets. These were:
- having annual CO₂ targets that lower to the headline target through time, or
 - requiring that an increasing percentage of suppliers' fleets meet the headline target.
35. I am proposing to phase-in this policy by having annual CO₂ targets, which is in line with the feedback of most submitters. Annual targets better communicate the need for all vehicle importers to achieve emission reductions.

⁶ All data is from the International Council for Clean Transportation.

36. The first year of the Standard, 2022, would be an importer registration, education and familiarisation period only. This also gives sufficient time for Waka Kotahi to develop necessary systems. Suppliers would not be obliged to meet any targets until 1 January 2023.
37. The tables in Appendix 1 show how progressive annual targets would be phased in depending on whether a target year of 2025, 2026, or 2028 is set. Each scenario assumes an initial rate of improvement of 3 to 5 percent in emissions per year, followed by much higher rates closer to the target year. This gives the industry and public more time to adjust. The average rate of improvement for the past 10 years has been 1 percent, although in some vehicle segments, such as utes, there has been no emission reduction in several years.

Light Passenger Vehicles and Light Commercial Vehicles have separate targets

38. I also propose that the 105 g/km target be split into separate targets for light passenger vehicles (cars and SUVs)⁷ of 102 g/km, and light commercial vehicles (vans, utes and light trucks under 3.5 tonnes)⁸ of 132 g/km⁹. The two vehicle categories refer to body type. They do not distinguish between vehicles used for a commercial or an individual purpose.
39. The two separate targets should result in an average CO₂ level being achieved across the whole light fleet of 105 g/km. Separate targets were recommended by the International Council for Clean Transportation and the vehicle industry. They are proposed because:
- the rate of annual efficiency improvements in light commercial vehicles has historically been lower than that for light passenger vehicles;
 - leading edge technology is first applied to light passenger vehicles, which makes a lower target appropriate for them; and
 - it is what all other jurisdictions have. This will make our system easier to understand for overseas manufacturers and enable us to make better comparisons with other countries. For example, Europe has a split target for light commercial vehicles of 125 g/km by 2025.

Vehicle weight adjustment and small vehicle target

40. I propose that the CO₂ targets be weight adjusted. This would mean a van or a ute would not be expected to meet the same CO₂ target as a small car.
41. A weight adjusted target would ensure there is equal pressure to increase the supply of lower emissions vehicles across all vehicle types (i.e. small and medium cars, SUVs, vans and utes). A diagram showing how the weight adjustment would be done, and the formula that would be used are in Appendix 2.
42. The vehicle industry and Ministry of Transport officials have, however, identified that the weight adjusted formula tends to give small vehicles very low targets relative to the average vehicle. The vehicle industry and my officials have recommended an exception to this formula for small vehicles with a tare weight under 1,200 kilograms¹⁰. For these vehicles a single target would apply each year irrespective of the weight differences between them. Provisionally, the targets

⁷ Light passenger vehicles includes all sedans, hatchbacks, convertibles, station wagons and SUVs in the vehicle class MA.

⁸ Light commercial vehicles are utility type vehicles in the following vehicle classes: NA, MD1, MD2 and MB.

⁹ Modelling assumes a reduction in the market share of vans and utes back to levels experienced earlier this decade (from 17.5% to around 10%), as this will generate a reduction in emissions. Alternatively, with no market share change, cars/SUVs would need to reduce by an additional 2g or utes/vans by an additional 10g in the target year.

¹⁰ For example a popular small car is the Suzuki Swift with models ranging in tare weight from 870–970 kilograms.

would be those set by the weight adjusting formula for a vehicle of 1,200 kilograms. I propose to confirm the slope and minimum threshold for the weight adjusted target in the process of implementing this initiative.

43. This will avoid the potentially perverse outcome of suppliers reducing the number and type of small vehicles on the market because they cannot meet strict targets derived from the formula.
44. A weight adjusted target does not provide an incentive for consumers to opt for smaller vehicles over larger ones. Additional policies that influence consumers' vehicle decisions are still needed, such as a clean car discount (which would not be weight-adjusted) and targeted public engagement on this issue.

Targets will be reviewed periodically

45. The key challenge in setting the CO₂ targets is ensuring they create the right level of tension for suppliers. They should drive suppliers to secure the supply of more low emission vehicles.
46. If targets are too aggressive, however, they could reduce the range of vehicles available, increase prices, and reduce the number of vehicle suppliers. At the same time, there is the potential for the increase in the supply of low emission vehicles to be much faster than predicted, and weak targets would risk New Zealand continuing to be a dumping ground for the world's higher emitting vehicles.
47. Given the uncertainty, the industry suggested having a review of the suitability of the mandated CO₂ targets. If the targets prove too aggressive, or not aggressive enough, they would be reset. I support their suggestion with a first review done in 2024.
48. To lessen the risk of the review undermining the perceived durability of the Standard, the review would focus on what industry leaders in emission reductions are achieving, both in New Zealand and globally. It would also be informed by the Climate Change Commission's advice on the rolling set of three 5-yearly emission budgets.
49. After the 2024 review, the ongoing review period is expected to be on five year intervals. For example, a review of the provisional 2030 target would occur in 2027 and a review of the 2035 target would occur in 2032. This enables the future targets to be ambitious, achievable, and clear. The Minister of Transport would retain the ability to update target intervals and commission further reviews necessary due to changes in the vehicle market.
50. I also recommend that the terms of reference for the reviews of targets be agreed by the Minister for Transport. I envisage that the reviews would involve the vehicle industry, and include advice from overseas experts, such as the International Committee on Clean Transportation.

(2) Compliance regime

Fleet averaging and vehicle-by-vehicle targets

51. All new vehicle distributors, and some used-vehicle importers, would be required to ensure the average emissions of their fleets of vehicles meet the CO₂ target for that year. At the end of each year, the average CO₂ emissions of the vehicles they supply would need to be equal to, or less than, the annual target. If it were higher they would have to pay a charge imposed under Transport regulation.

52. A fleet based target gives importers the flexibility to meet the annual, average CO₂ target over the course of a year and offset the sale of high emitting models with low emitting models overtime.
53. For most used vehicle suppliers I propose a simpler default compliance model. Used vehicle importers would comply with the CO₂ target on a vehicle-by-vehicle basis. This would take place at the point of vehicle entry certification, where the vehicle's CO₂ emissions would be compared to the applicable target. If the emissions are higher, then the importer would pay a charge before the vehicle is released. If its emissions were lower than the target, the vehicle would be released to the importer and the importer would accrue a CO₂ credit.¹¹ This credit could be used to offset the emissions of future high emission vehicles. Appendix 3 shows worked examples of this approach.
54. The design ensures that used-vehicle importers are incentivised to achieve the same result over the course of a year that businesses using a fleet-averaging model do. This design would be administratively simpler for smaller used-vehicle importers who purchase vehicles on an ad hoc basis through online auctions. As they cannot ensure which vehicles they will win at auction, it will provide greater certainty about the costs they will face, and therefore the bids they can make. It would also significantly reduce the risk of non-compliance.¹² This option has been put forward by the used-vehicle representative body and co-designed with Ministry of Transport officials.
55. Reputable used-vehicle importers would still be able to opt for the fleet-averaging approach if they meet specific criteria¹³.

Banking, borrowing, and transferring

56. The Standard will increase compliance costs for the vehicle industry. To help minimise these costs, I propose the following three flexibility mechanisms:
- Banking, the ability for suppliers to carry forward any annual overachievement of their CO₂ targets to offset future underachievement over the following three years (this would only apply where fleet-averaging is used).
 - Borrowing, the ability for suppliers to underachieve an annual emissions target and to make the underachievement up in the following year by overachieving (this would only apply where fleet-averaging is used).
 - Transferring, which allows suppliers to transfer overachievement of their CO₂ target to one or more other suppliers operating within the same compliance regime. This creates larger fleets of vehicles over which the CO₂ from high emitting vehicles can be offset by low emitting ones. This flexibility is considered important to enabling the industry to reduce

¹¹ Vehicle offsetting would be enabled within this approach through each importer having a "CO₂ account" analogous to a bank account. The currency of the credit would be grams CO₂/km. The accounts would be set up and maintained by Waka Kotahi.

¹² The vehicle industry is concerned about the number of transitory traders in the used vehicle industry. They consider that many would actively evade their obligations to meet annual average fleet CO₂ targets and pay any charges, for example, by dissolving their businesses and establishing new ones.

¹³ These criteria would include that the supplier:

- is registered as a vehicle importer with Waka Kotahi New Zealand Transport Agency
- has been operating continuously for at least five years and can reasonably be expected to remain in the business of importing vehicles and trading as the same company for the coming two years
- has not been convicted under the Fair Trading Act 1986 or the Motor Vehicle Sales Act 2003 in the past five years
- has not been convicted of a criminal offence involving dishonesty in the past five years.

vehicle emissions in a short space of time. Transfers provide a more nimble and simpler replacement to the arrangement of formal groupings as originally conceived by the consultation. The transfer will be affected by Waka Kotahi debiting the agreed overachievement from one supplier's CO₂ account and crediting that amount to the other supplier's CO₂ account. However, any price or other conditions of such transfers will be determined by the suppliers in question. Waka Kotahi would recover the administrative costs of this system from the industry. Limits on distributing or receiving transfers of CO₂ credits may need to be considered at a later point if unintended consequences are occurring.

57. Used vehicle importers would not be able to transfer CO₂ overachievement with new vehicle importers, and vice versa. This is to ensure that both the new and used vehicle segments reduce their emissions.

(3) Charges and Offences

Charges to incentivise meeting CO₂ targets

58. I am recommending charges be imposed under the Land Transport Act 1998 to incentivise meeting the CO₂ targets and lead to a change in behaviour at a vehicle supplier level. These charges would be:

Application of the Standard	Charges From 1 January 2023	Charges From 1 January 2025	Measurement
The Standard is applied to individual used imported vehicles	\$20	\$30	per gram CO ₂ that a vehicle exceeds its target
The Standard is applied to individual new imported vehicles	\$40	\$60	per gram CO ₂ that a vehicle exceeds its target
The Standard is applied annually to new vehicle fleets	\$50	\$75	per average gram CO ₂ exceedance x the number of vehicles in fleet
The Standard is applied annually to used-import fleets	\$25	\$37.50	per average gram CO ₂ exceedance x the number of vehicles in fleet

59. The charges would be land transport revenue and would go into the National Land Transport Fund. The charges are designed to incentivise behaviour that supports CO₂ reductions across the vehicle fleet, and will generate funds to contribute towards projects that lower emissions in the transport system.

60. These charges would be in effect from 1 January 2023 with 2022 being a reporting and monitoring year only.

61. The proposed charges are lower than those in the consultation document. These changes have been made in response to issues identified by the vehicle industry. Specifically:
- The per gram charge for new vehicle fleets has been reduced from \$100 per gram to \$50. This recognises that irrespective of the vehicles sought by domestic distributors, the final decisions about the vehicles supplied are made by overseas vehicle manufacturers.
 - The per gram charge for used-import fleets has been reduced from \$50 per gram to \$25. This recognises that used-vehicles have lower lifetime emissions in New Zealand than new vehicles.
 - There is a new charge of \$20 per gram for used-vehicle suppliers who comply on a vehicle-by-vehicle basis and \$40 per gram for individuals who import new vehicles and comply on a vehicle-by-vehicle basis. The lower amounts recognise that a per vehicle charge is imposed immediately. As well, with vehicle-by-vehicle compliance, a supplier would only fully benefit from offsetting within its fleet if it imports sufficient numbers of low emission vehicles ahead of high emission ones.
62. The charges are likely to be as low as they can be without compromising their effectiveness as an incentive to change behaviour. They are initially set at a lower level to enable a transition for the industry, and will then increase by 50% in 2025. After this increase, the resulting figures will still be below those originally proposed by the consultation document.
63. However, as it is difficult to know with certainty the effect the charges will have as an incentive to meet the targets, I propose an initial review of charges be carried out in 2024 together with the wider CO₂ target review. Reviews of charges will be performed with a view that rates continue to increase over time, so that overachievement is increasingly rewarded and underachievement increasingly discouraged.¹⁴
64. Waka Kotahi would be the administrator and enforcement agency for the Standard. It would be empowered to impose charges. It would also have the ability to require all necessary data from suppliers that it needs to fulfil this function.

Offences for administrative misconduct

65. To ensure the integrity of the data underpinning the Standard, I propose that offences be created for failing to keep the necessary accounts, or records, required for the Standard, or to provide information that is misleading, incorrect or incomplete. These offences would apply from 2023. I also propose that the penalty¹⁵ for the offences be:
- for an individual, a fine not exceeding \$15,000;
 - for a person or an organisation other than an individual, a fine not exceeding \$75,000.
66. Waka Kotahi would be empowered to bring court proceedings where there appears to be intentional or reckless breaches of the reporting requirements, and penalties would be imposed on conviction.

(4) Exceptions

67. I propose that the Standard does not apply to the following light vehicles:

¹⁴ The penalty per gram in European regulation is NZD164 per gram.

¹⁵ This penalty is the same as applies for the offence of failing to keep and provide records for the administration and enforcement of the regional fuel tax.

- vehicles intended primarily for military operational purposes
- agricultural vehicles/equipment that are primarily driven on farms, such as tractors, harvesters, mowers, toppers, bailers
- special interest vehicles¹⁶
- vintage vehicles¹⁷ and veteran vehicles¹⁸
- scratch built vehicles and modified vehicles certified by the Low Volume Vehicle Technical Association Incorporated.

68. These exceptions acknowledge that some vehicles have specific social and historic value to some New Zealanders. The impact of not including these vehicle types on New Zealand's CO₂ emissions would be minimal, as the number of vehicles imported each year is very low and they tend to be driven less than other vehicles.

69. The importation of damaged vehicles not covered by the above exceptions will remain subject to the Standard when they reach entry certification, otherwise they could be deliberately imported and repaired as an avoidance strategy. Vehicles over 20 years of age would also remain subject to the Standard, where not covered by exceptions above.

(5) Administration of the scheme

70. Waka Kotahi would administer and enforce the Standard and the Ministry of Transport would provide ongoing policy support.

The Standard will be supported by an online tracking and forecasting tool

71. To help importers comply, Waka Kotahi will develop an online tracking and forecasting tool. This tool will allow importers to see how their CO₂ accounts would be affected if they purchase particular vehicles in international auctions. It would also help importers complying on a fleet-basis by easily allowing them to monitor how their actual average fleet CO₂ emissions are tracking, against their fleet targets. It would be populated with vehicle data obtained in the vehicle certification process.

Standardising vehicle CO₂ values

72. Currently New Zealand accepts vehicles assessed through five different drive-cycle tests. This can lead to different CO₂ values even for the same vehicle. Over time this issue will be improved through manufacturers using the Worldwide Harmonised Light Vehicle Test Procedure (WLTP). Thus for the Standard the WLTP will be the default test for determining values and values from other tests will be converted to it. The methodology and conversion formulas will be specified in Transport regulation using figures shown in Appendix 4. All figures in this Cabinet Paper and the consultation document are New European Driving Cycle (NEDC) figures.

73. Currently, the majority of vehicles entering New Zealand are assessed by the NEDC and the Japanese JC08 and 10-15 tests. These tests under-report emissions compared to the WLTP. European manufacturers have been required to use the WLTP from 1 September 2019, and Japanese manufacturers will be required to do so from 1 January 2021.

¹⁶ Special interest vehicles are defined in Transport regulation as vehicles with historic value, or vehicles such as classic cars.

¹⁷ Vintage vehicles are motor vehicles constructed on or after 1 January 1919 and are at least 40 years old on the date that they were registered, reregistered, or licensed.

¹⁸ Veteran vehicles are motor vehicles constructed before 1 January 1919.

74. New Zealand will transition to the WLTP to enable a better assessment of vehicle emissions and our progress towards CO₂ targets. To facilitate this, I propose that vehicles manufactured from 1 January 2022 (regardless of whether used or new when imported) will need to include WLTP fuel economy and CO₂ emissions information in order to be certified for use on New Zealand roads. This should not create a supply constraint on vehicles given our major source markets of Europe and Japan will have had to align to WLTP testing prior to that date, though it may create impacts on suppliers using Australian models who have not adopted WLTP.
75. American-manufactured vehicles are assessed by a different, but modern, Environmental Protection Agency (EPA) test cycle which would continue to be accepted. These vehicles are under 1 percent of vehicle imports.
76. I also propose that New Zealand stop allowing traditional petrol and diesel vehicles into the fleet that have been assessed with the old Japanese 10/15 drive-cycle test from 1 July 2022. The CO₂ values from this test are too variable and could result in importers being either unfairly penalised with charges, or not penalised enough relative to other importers.
77. Originally I considered restricting all vehicles certified to the Japanese 10/15 drive-cycle test—including hybrids and electric vehicles. However, this would restrict a proportion of older, and therefore more affordable, low emission hybrid vehicles. To enable low-income households to access fuel savings and contribute to the 105g target, we will permit hybrid and electric vehicles on the old Japanese 10/15 test cycle for now.
78. The 2015 “Dieselgate” scandal has revealed in Europe and USA a deliberate and growing gap between the emissions measured in testing versus real-world performance¹⁹. One result has been the development of more modern Euro standards that place increasing pressure on manufacturers that tested emissions are reflected in real world performance, plus more recently the inclusion of CO₂ into vehicle laboratory testing. Euro 6 became mandatory in Europe in 2015 and equivalent standards are now incorporated in North America, India and China. New Zealand presently accepts Euro 5 on new vehicles and Euro 4 on used vehicles, which were superseded respectively 6 and 11 years ago. Less than 25% of Euro-standard based vehicles entering New Zealand in 2020 meet Euro 6. I will therefore establish a phased approach over this decade for New Zealand light vehicles to transition to the latest Euro 6 standards for new and used vehicles, and equivalent standards from other markets. The phasing will need to take into account our used vehicle import market and provide notice to our new vehicle industry as it would require the industry to supply improved vehicles. In addition to this giving greater certainty that stated CO₂ figures conform to real-world performance, this will have an important impact on reducing harmful NO_x, carbon monoxide, and particulate emissions.
79. In my 2024 review, I will consider how sufficient the current light vehicle emission policy is on reducing CO₂ emissions and in enabling good quality emissions data. I will review whether it is appropriate to progressively stop allowing entry certification of vehicles assessed to the other drive cycle tests, such as the Japanese ‘JC08’ test. I will also review findings from international research regarding the degree that WLTP values reflect real-world emissions, to determine whether future policy changes are warranted.²⁰ I will consider impacts on vehicle safety in performing my review.

¹⁹ VW was found to have ‘defeat devices’ meaning NO_x was 40 times higher in real world than in testing. An ICCT study showed an average European real-world CO₂ emission divergence of 40% in 2015.

https://theicct.org/sites/default/files/publications/ICCT_RoadTested_201709.pdf

²⁰ The EU plans to perform ongoing real-world testing of WLTP values and publish findings throughout this decade, due to historical and present discrepancies between vehicle emission test cycles and real-world results.

80. Also there will be a small number of vehicles with no manufacturer's CO₂ value. In this situation I propose that Waka Kotahi be empowered to ascribe a suitable value based on authoritative information about the same or similar vehicles, and that if no suitable value can be found, the vehicle will be deemed to exceed its weight-adjusted target by a set value of 50g / km.

Ministry of Foreign Affairs and Trade view on the Standard's alignment with our trade obligations

81. The Ministry of Transport considers that charges are necessary to incentivise meeting CO₂ targets. However, the ideal outcome is for importers to adjust the mix of vehicles they are supplying so that no charges are imposed. The proposed design of the Standard seeks to incentivise this outcome by:

- reviewing the stringency of the CO₂ targets in 2024. If the targets prove too aggressive, or not aggressive enough, they would be reset;
- having split targets for passenger and commercial vehicles;
- having a single-target for small vehicles up to 1,200 kilograms (tare weight);
- allowing the used-vehicle sector to meet the target on a vehicle consignment basis, which allows low emitting vehicles to offset high emitting vehicles (as shown in Appendix 3);
- the flexibility mechanisms of transferring credits, banking and borrowing.

82. Another mitigating factor is the requirement, since 1 March 2020, for all used-vehicle imports to have electronic stability control (ESC). Anecdotal data suggests this is already having the co-benefit of increasing the supply of low-emission vehicles.

83. [REDACTED]

84. [REDACTED]

85. [REDACTED]

[REDACTED]

86.

[REDACTED]

87.

[REDACTED]

88.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Implementation

89. The Ministry of Transport will work with the Parliamentary Counsel Office to develop the necessary legislation for the Standard. Waka Kotahi will develop, build, test and implement the Information Technology system and business processes to operationalise it.

90. The intention is for a Bill to be drafted and introduced in early 2021 and for the Standard and accompanying regulations to be in force and taking effect early 2022. Waka Kotahi will need 18 months to fully operationalise the Standard, meaning this won't occur until mid 2022.

Financial Implications

91. Implementation of the Standard is not possible without additional funding [REDACTED]

[REDACTED]	[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Legislative Implications

- 94. I propose to include the legislative amendments needed for the Standard in a Bill to amend the Land Transport Act 1998, and if necessary, the Land Transport Management Act 2003. I will be seeking a priority of Category 2 for the Bill for the 2021 Legislative Programme meaning it must be passed in the year
- 95. Regulations and rules will be required to give full effect to the Standard. They will specify the administrative, compliance and enforcement responsibilities of Waka Kotahi, and the operational details of the Standard. The primary and secondary legislation would be drafted concurrently with the intention that the secondary legislation will be in force by early 2022.

Impact Analysis

Cost Benefit Analysis

- 96. The effectiveness of the Standard in accelerating the supply of low emission light vehicles and in reducing CO₂ emissions is affected by a large number of factors, many of which are subject to a high degree of uncertainty.
- 97. Given the uncertainty, the Ministry of Transport's analysis has taken a conservative approach to estimation. Its cost benefit analysis indicates that the Standard would be a cost effective way of reducing emissions. The net present value ranges from \$248 million to \$836 million, and the benefit to cost ratio ranges from 2.3 to 3.8. The total CO₂ emissions reduction ranges from 1.2

million tonnes to 3 million tonnes. The marginal abatement cost²¹ per tonne of CO₂ ranges from -\$160 to -\$344. This indicates that the benefits in fuel savings and CO₂ reductions are in the order of \$160 to \$344 from every tonne of CO₂ avoided through the Standard.

98. These results were based on a sales-weighted target of 105 gram of CO₂ emissions by 2025 with a \$75 per gram charge for new imports and \$38 per gram charge for used-vehicle imports.
99. Since the cost-benefit analysis was completed, the design of the Standard has been improved by the changes suggested by the vehicle industry. These changes will make the Standard easier to comply with and increase the likelihood that the Standard's targets will be achieved.
100. The level of uncertainty is likely to increase over the next two to three years, as the economy recovers from the impact of Covid-19. Given the impending global economic slowdown with consumers and businesses being less likely to take on additional risk, this would have significant impact on vehicle purchase decisions, which will affect the supply of vehicles over the next few years.

Regulatory Impact Statement

101. A Regulatory Impact Statement has been prepared and is attached to this Cabinet paper. It has been assessed by an inter-agency panel as partially meeting the quality assurance criteria.
102. The Regulatory Impact Statement provides some indication of the impact the proposal will have on businesses. However the Regulatory Impact Statement acknowledges that some impacts are unknown and will depend on business performance and COVID-19 recovery. As such, the Ministry of Transport and Waka Kotahi will monitor the changes in the industry as the policy is implemented.

Climate Implications of Policy Assessment (CIPA)

103. The Ministry for the Environment (MfE) has been consulted and confirms that the CIPA requirements do apply to this proposal. MfE is highly supportive of the proposal and expects that it will deliver substantial reductions to CO₂ emissions over time. The modelling of the emissions reductions are subject to high levels of uncertainty, but it is MfE's view that the estimated impact will likely be at the high end of the emissions reductions range provided. This assessment is based on analysis of the Ministry of Transport's modelling, comparative modelling and the effects of similar international schemes.
104. The CIPA Disclosure Sheet is attached as Appendix 5.

Population impact

105. There are no significant gender, disability, or other population implications from the Standard. Modified vehicles needed by people with disabilities are to be exempt from the Standard.
106. People and businesses who require vehicles such as utes, where emission reducing technology is still coming to the market, could potentially face an increase in vehicle prices in the early years of the scheme. However, the supply of low emission options is expected to continue to

²¹ A marginal abatement cost is a measure of the cost-effectiveness of the policy intervention in reducing GHG emissions. It is calculated by dividing the net present value (NPV) of the intervention with the expected reduction in emissions from implementation of the intervention. When the estimated MAC is negative, it indicates implementation of the policy intervention has a net benefit.

increase across all vehicle classes and prices are expected to fall. For example, a Toyota Hilux hybrid ute²² and a fully electric LDV ute²³ could be available in New Zealand in late 2021. Ford is working to release a plug-in hybrid Ford Ranger ute in other countries' vehicle markets in 2022²⁴.

107. As well, where higher emission vehicles, such as utes, are imported and the supplier offsets the higher emissions with lower emitting vehicles then no charges would be imposed.
108. Over 70 percent of annual vehicle sales are of vehicles already in the New Zealand fleet. These vehicles will not be subject to the Standard. This minimises the likelihood that groups such as lower income households and younger workers and students would be negatively affected by the Standard.

Human Rights

109. The proposals in this paper are consistent with the New Zealand Bill of Rights Act 1990 and the Human Rights Act 1993.

Consultation

Departmental consultation

110. The following agencies were consulted in the development of this paper: Waka Kotahi, Treasury, Ministry for the Environment, Department of Conservation, Department of Internal Affairs, Ministry of Defence, New Zealand Defence Force, Ministry of Social Development, Office for Disability Issues, Ministry of Justice, Ministry of Foreign Affairs and Trade, Ministry of Business, Innovation and Employment, New Zealand Customs Service, Ministry for Primary Industries, Inland Revenue, Te Puni Kokiri, and the Energy Efficiency and Conservation Authority. The Department of Prime Minister and Cabinet have been informed.

Outcome of the public consultation on the Clean Car Reforms

111. The consultation on the Clean Car Reforms took place over 9 July–20 August 2019. People could comment through Survey Monkey, or by emailing a submission to the Ministry of Transport (the Ministry). An extension to 10 September 2019 was granted for key stakeholder organisations to enable them to canvass their members' views.
112. The Ministry received 860 Survey Monkey responses, 196 email submissions and 1,644 emails from the action@campaignnow.co email address set up by the New Zealand National Party. The action@campaignnow.co emails did not comment on the Standard. A summary of consultation responses and copies of submissions are on the Ministry's website.
113. There was significant support for the Standard from Survey Monkey respondents (87 percent) and from those who made a written submission (70 percent). Overall, 85 percent of submitters who engaged with the discussion document supported the Standard. Opposition to the Standard came from a few individuals, and the motor vehicle industry.

²² <https://www.driven.co.nz/news/a-hybrid-version-of-the-toyota-hilux-ute-is-on-its-way/>

²³ <https://www.driven.co.nz/news/nz-s-first-ev-ute-fully-electric-ldv-t60-set-to-land-in-2021/>

²⁴ <https://www.stuff.co.nz/motoring/121613572/ford-working-on-plugin-ranger>

View of the motor vehicle industry and the Automobile Association

114. There are a range of views within the vehicle industry about how best to incentive low emission vehicles. During the consultation process the Motor Industry Association (MIA) (representing new vehicle distributors) and the Automobile Association expressed a strong preference for a consumer demand-based incentive such as the Clean Car Discount. They opposed the Standard, as consulted on, as they considered the target to be too aggressive.
115. Toyota New Zealand, was an exception to this opposition in the new vehicle sector. It supported the Standard (albeit with a more gradual phase in), arguing it would enable new vehicle distributors to better negotiate the supply of larger volumes of low emission vehicles from their overseas manufacturers.
116. The MIA now supports the Government introducing a fuel economy standard, but with a 2030 target year, and only if *“it is implemented alongside a progressive feebate scheme so that the two policies work in combination to accelerate the uptake of low emission vehicles.”*
117. The Imported Vehicle Industry Association (representing used importers) has consistently opposed both the Standard and Clean Car Discount. Nevertheless it has been constructive in suggesting a number of modifications to the design of the Standard.

Communications

118. I intend to announce the Clean Car Standard in consultation with the Prime Minister’s Office. Waka Kotahi will develop communication and education materials for the vehicle industry.

Proactive Release

119. I propose to proactively release this Cabinet paper, and the associated cost benefit analysis, the Regulatory Impact Statement, and the climate implications of policy assessment, subject to any necessary redactions. This would be done within 30 business days of decisions being confirmed by Cabinet

Recommendations

The Minister of Transport recommends that Cabinet:

1. **note** that the recommendations on the Clean Car Standard have been informed by public consultation and by workshops with the vehicle industry

Application and commencement of the Clean Car Standard

2. **agree** that the Clean Car Standard will come into effect during 2022 with vehicle importers being subject to its registration and reporting requirements and with the obligations to meet annual CO₂ targets applying from 1 January 2023
3. **agree** that the Clean Car Standard apply only to new and used light vehicles (vehicles under 3.5 tonnes) being imported into New Zealand of the following vehicle classes²⁵: MA (passenger car),

²⁵ These are Waka Kotahi vehicle equipment standards classifications

MB (forward control passenger vehicle), MC (off-road passenger vehicle), MD1 and MD2 (omnibus vehicles) and NA (light goods vehicle)

4. **agree** that the measurement of vehicle CO₂ emissions and fuel efficiency be grams CO₂ per kilometre

Headline CO₂ targets

5. **agree** that the first headline CO₂ target be 105 grams CO₂ per kilometre (based on the New European Drive Cycle, or NEDC, test cycle)
6. **agree** that the 105 grams CO₂ target be split into separate targets for cars and sport utility vehicles (SUVs) of 102 grams, and vans, utes and light trucks of 132 grams
7. **agree** that to build confidence to proceed with the Clean Car Standard, the suitability of the CO₂ targets (including the split targets) be reviewed in the first half of 2024, with a view to recalibrating them if they prove either too aggressive, or not aggressive enough, but only in a way that is consistent with the Emissions Reduction Plan.
8. **agree** that the 2024 review take into account impacts on emissions, vehicle safety, affordability, and availability
9. **invite** the Minister of Transport to determine the terms of reference for the above review and to commission further interim reviews of targets as and when deemed necessary due to changes in the vehicle market

Headline target year and future CO₂ targets

10. **agree** that the headline target year will be EITHER
 - 10.1. set for **2025**, acknowledging that this will be very challenging for the vehicle industry to supply sufficient numbers of affordable low and zero emission vehicles, even with further policies to lower the upfront cost of low emission vehicles
 - OR
 - 10.2. set for **2026**, acknowledging that policies to lower the upfront cost of low emission vehicles will be essential to hitting this target
 - OR
 - 10.3. set for **2028**, and note that this will increase the gap between the trajectory of transport emissions and with the wider climate change targets the Government has set.
11. **invite** the Minister of Transport to report back to the Cabinet Environment, Energy and Climate Committee with recommendations for provisional CO₂ targets for 2030 and 2035 informed by the advice of the Climate Change Commission at the same time in 2021 as the Committee considers decisions on the Emissions Reduction Plan to respond to New Zealand's first emissions budgets.
12. **agree** to set CO₂ targets on an ongoing basis such that there are always targets set for at least 12 months into the future, and to maintain one or more provisional CO₂ targets that are at least five or more years in the future, and that such targets are to be ambitious, achievable, and clear

Annual targets to phase-in the headline CO₂ targets

13. **agree** that the CO₂ targets be phased in progressively from 2022 and strengthen annually until reaching 105 g/km in the headline target year, as described by Appendix 1.

Determination and labelling of vehicle CO₂ values

14. **note** that a vehicle's CO₂ emissions will be determined by its manufacturer
15. **agree** that where vehicles have no manufacturer's CO₂ value, Waka Kotahi will ascribe a suitable value based on authoritative information on the same or similar vehicles, and that if no information exists the vehicle will be deemed to exceed its weight-adjusted target by 50g
16. **agree** the values of vehicle CO₂ emissions for all targets and vehicles be determined by, or converted to, the three-phase Worldwide Harmonised Light Vehicle Test Procedure (WLTP) with the methodology and conversion formulas for this purpose being prescribed in Transport regulation
17. **agree** that vehicles manufactured from 2022 onwards must have their fuel efficiency and CO₂ emission values assessed through a WLTP cycle test, or if not available, by the American Environmental Protection Agency (EPA) test.
18. **note** that vehicle fuel labelling information will need to be transitioned to using WLTP and expanded to include CO₂ emission information.
19. **agree** that from 1 July 2022 New Zealand stop allowing vehicles into the fleet whose fuel efficiency and CO₂ emission values have been assessed through the pre-2008 Japanese 10/15 drive-cycle test, except where they are hybrid or electric vehicles.
20. **agree** to update the Land Transport Rule: Vehicle Exhaust Emissions 2007 by the end of 2022 with a phased approach on used and new light vehicles to meet the latest Euro 6 and equivalent standards from other markets this decade.
21. **agree** that in 2024 a review consider staged timeframes for ending or restricting the entry certification of vehicles certified to the Japanese 10/15, the New European Drive Cycle and the Japan 08 drive cycle tests, and review international research regarding accuracy of WLTP values reflecting real-world emissions, and that such reviews consider any adverse effects or opportunities on vehicle emission policy has on vehicle safety
22. **invite** the Minister of Transport to determine the terms of reference for the 2024 review

The targets for individual vehicle suppliers will be weight-adjusted

23. **agree** that the headline targets be weight adjusted formulaically to afford heavier vehicles, such as utes, numerically higher targets than lighter vehicles
24. **note** that weight adjusted targets provide no incentive for people to opt for smaller vehicles over larger ones, and additional policies that influence consumers' vehicle decisions are still needed, such as a clean car discount
25. **agree** that small vehicles with a tare weight under a specific value all have the same non-weight adjusted annual targets and that the targets would be set through the weight adjustment formula, provisionally for vehicles under 1,200 kilograms, with the final weight value to be agreed by the Minister of Transport following further advice on the most recent vehicle registration data and how to apply appropriate pressure on emission reduction on vehicles with different weights

There will be two compliance regimes – fleet based and vehicle-by-vehicle

26. **agree** that the default for the Clean Car Standard is that it applies to all new vehicles imported by the official vehicle distributors on a fleet-average basis, and to all imported used-vehicles and to new vehicles imported by individuals on a vehicle-by-vehicle basis
27. **agree** that importers of used vehicles may apply to Waka Kotahi to implement the Clean Car Standard on a fleet-average basis and the criteria to assess their applications be that the importer:
- 27.1. is registered as a vehicle importer with Waka Kotahi
 - 27.2. has operated continuously as a vehicle importer for at least 5-years and can reasonably be expected to remain in the business of importing vehicles and trading as the same company for the coming 2-years
 - 27.3. has not been convicted under the Fair Trading Act 1986 or the Motor Vehicle Sales Act 2003 in the past 5-years
 - 27.4. has not been convicted of a criminal offence involving dishonesty in the past 5 years

CO₂ accounts for vehicle importers

28. **agree** that Waka Kotahi will establish and maintain CO₂ accounts for all importers whether complying on a vehicle-by-vehicle or a fleet-average basis

For vehicle importers complying on a vehicle-by-vehicle basis

29. **agree** that when an importer complying on a vehicle-by-vehicle basis brings in vehicles with CO₂ emissions below their respective targets, credits would accrue in its CO₂ account, and if the account has sufficient credits, these credits would offset the debits from any vehicles that exceed their relevant targets
30. **agree** that when a vehicle causes an importer's CO₂ account to move into deficit, a per CO₂ gram charge be paid (or CO₂ credit be transferred from another willing account holder) before the vehicle can be cleared through the vehicle certification process

For vehicle importers complying on a fleet-average basis

31. **agree** that when an importer complying on a fleet-average basis brings in vehicles, the vehicles' CO₂ emission credits and debits offset each other, and the end of year CO₂ emissions result will show separately the light passenger vehicle and the light commercial vehicle fleets' average weight, average actual CO₂ emissions, and average target emissions, and any adjustments made by CO₂ transfers with other importers,
32. **agree** that for importers, complying on a fleet-average basis, a per CO₂ gram charge be paid on the amount the imported fleet's average CO₂ emissions (adjusted for any CO₂ transfers made with other importers) exceed the fleet's average target emissions multiplied by the number of vehicles in the fleet

Charges and offences

33. **agree** to have the following charges imposed under the Land Transport Act 1998 to incentivise meeting CO₂ targets:

Application of the Standard	Charges From 1 January 2023	Charges From 1 January 2025	Measurement
The Standard is applied to individual used imported vehicles	\$20	\$30	per gram CO ₂ that a vehicle exceeds its target
The Standard is applied to individual new imported vehicles	\$40	\$60	per gram CO ₂ that a vehicle exceeds its target
The Standard is applied annually to new vehicle fleets	\$50	\$75	per average gram CO ₂ exceedance x the number of vehicles in fleet
The Standard is applied annually to used-import fleets	\$25	\$37.50	per average gram CO ₂ exceedance x the number of vehicles in fleet

34. **agree** that the charges in recommendation 34 above, would be land transport revenue and would go into the National Land Transport Fund, and will be used to contribute towards projects that lower emissions in the transport system
35. **agree** provisionally to increase these charges in 2025, subject to a review of the effectiveness of the incentive effect of the charges in recommendation 33 above, in the first half of 2024, and repeat such reviews from 2027 on a five year basis
36. **direct** officials from the Ministry of Transport to report to the Minister of Transport on the outcome of reviews, including proposing future increases to charges where this would help accelerate reductions to transport emissions
37. **agree** that it be an offence for an importer to fail to keep the necessary accounts, or records, required to provide the data needed for the Standard, or to knowingly provide information that is incorrect or incomplete
38. **agree** that the penalty for the offence in recommendation 37 above is:
- 38.1. for an individual, a fine not exceeding \$15,000; and
- 38.2. for a person or an organisation other than an individual, a fine not exceeding \$75,000
39. **agree** that Waka Kotahi will develop a register of vehicle importers to assist in administering the Standard, and that only importers listed on this register be able to get entry certification on vehicles for use on New Zealand roads
40. **agree** that where an importer fails to comply with their obligations and requirements under the Clean Car Standard, Waka Kotahi may remove the importer from the register of vehicle importers

for a period of up to five years. Waka Kotahi will also have the power to investigate and access records

41. **agree** that Waka Kotahi be empowered to impose the charges in recommendation 38 above and to take court proceedings where breaches of the reporting requirements in recommendation 37 above have occurred

Flexibility mechanisms

42. **agree** that new vehicle distributors and used-vehicle importers that comply on a fleet-average basis be able to bank any overachievement of their annual CO₂ targets to offset future underachievement over the following three years, and this ability apply from 2023
43. **agree** that new vehicle distributors and used-vehicle importers that comply on a fleet-average basis be able to underachieve an annual CO₂ target in 2023 and 2024 and 2025 (but not subsequently) and make the underachievement up in the following year by overachieving
44. **agree** that a new vehicle distributor (transferor) is permitted to transfer some or all of its CO₂ target overachievement to one or more other new vehicle distributors (transferee), and do so during the course of a year, and that a corresponding credit will be applied to the transferee's CO₂ account and debit taken from the transferor's CO₂ account, and that any price or other conditions of such transfers are to be determined by the distributors in question
45. **agree** that in the same fashion as outlined in recommendation 44, used vehicle importers may transfer over-achievement of CO₂ targets to other used-vehicle importers
46. **agree** that in providing for credit transfers between suppliers that Waka Kotahi would recover the system and administration costs involved
47. **agree** that limits on distributing or receiving transfers of CO₂ credits may be later added if unintended consequences are occurring

Standard does not apply to certain vehicles

48. **agree** that the Clean Car Standard does not apply to the following vehicles:
 - 48.1. vehicles intended primarily for military operational purposes
 - 48.2. agricultural vehicles/equipment that are primarily driven on farms, such as, tractors, harvesters, mowers, toppers, bailers
 - 48.3. special interest vehicles
 - 48.4. vintage vehicles and veteran vehicles
 - 48.5. scratch built vehicles and modified vehicles certified by the Low Volume Vehicle Technical Association Incorporated

Waka Kotahi will be the administrator

49. **agree** that Waka Kotahi will be responsible for the implementation, administration and enforcement of the Clean Car Standard

Additional incentives

50. **agree** in principle to support the introduction of the Clean Car Standard by implementing additional incentives to increase the purchase of low emission vehicles and reduce the number of high emission vehicles in the market

Financial implications

51. **note** that new funding will be required to implement and administer the Clean Car Standard [REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

International Trade Obligations

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Communications

54. **note** that this Cabinet paper, and the associated cost benefit analysis, the Regulatory Impact Statement, and the climate implications of policy assessment, will be proactively released, subject to any necessary redactions, within 30 business days of decisions being confirmed by Cabinet

Legislation

55. **invite** the Minister of Transport to issue drafting instructions to the Parliamentary Counsel Office to give legislative effect to the policy proposals above (including for primary legislation and associated regulations) including any necessary consequential amendments, savings and transitional provisions
56. **authorise** the Minister of Transport, in consultation with the Minister of Climate Change, to make decisions that are consistent with the overall policy, and support its achievement of emissions reductions, provided that these decisions are confirmed when the Bill is considered for introduction.

Co-operation agreement support

57. **note** that the Clean Car Standard is included in the Cooperation Agreement between the Labour and Green parties and that the Green Party has been involved in the development of this Cabinet paper
58. **note** that the Green Party supports the Clean Car Standard, and considers the headline target year should be either 2025 or 2026 and that additional policies to reduce transport emissions are necessary.

Authorised for Lodgement

Hon Michael Wood
Minister of Transport

Dated: _____

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Appendix 1: Annual CO₂ Phase-In Targets

If 2025 is selected as a target year:

Grams CO ₂ /km (NEDC)	2020 <i>actual</i>	2021 <i>projected</i>	2022	2023	2024	2025
Cars and SUVs	161	150	140	130	120	102
Vans and Utes	220	220	205	190	175	132
Average	171	162	153	139	128	105

If 2026 is selected as a target year:

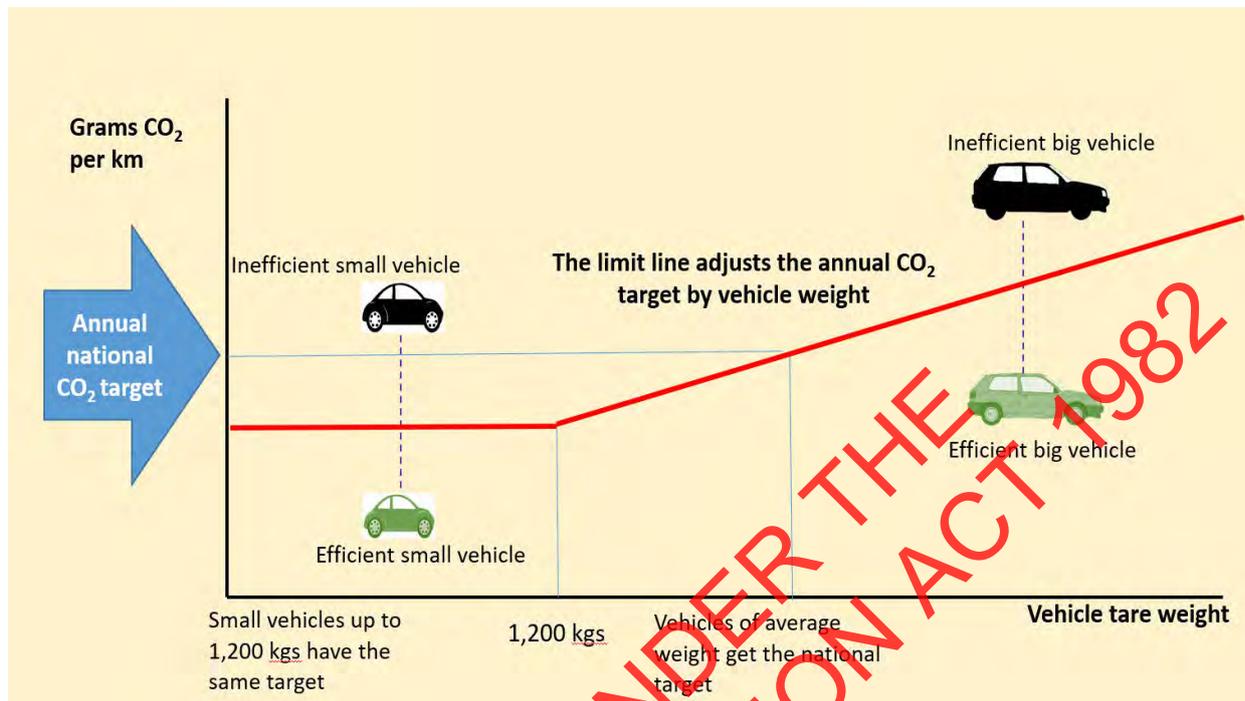
Grams CO ₂ /km (NEDC)	2020 <i>actual</i>	2021 <i>projected</i>	2022	2023	2024	2025	2026
Cars and SUVs	161	150	140	130	120	110	102
Vans and Utes	220	220	205	190	175	150	132
Average	171	162	153	139	128	116	105

If 2028 is selected as a target year:

Grams CO ₂ /km (NEDC)	2020 <i>actual</i>	2021 <i>projected</i>	2022	2023	2024	2025	2026	2027	2028
Cars and SUVs	161	155	150	145	140	135	130	125	102
Vans and Utes	220	220	210	200	190	180	170	160	132
Average	171	166	160	153	147	142	136	129	105

Note: 2021 and 2022 figures assume a positive change in consumer behaviour and voluntary industry action towards emission reduction which may or may not occur, given no charges for the Standard would yet be in force. The 2025 or 2026 target year scenarios would need, and assume, greater industry effort and additional Government policy than what is needed under a 2028 target year scenario.

Appendix 2: The CO₂ weight adjusted standard



For individual importers' fleet targets, the headline targets will be weight adjusted using the following formula:

$$\begin{aligned} \text{Supplier's CO}_2 \text{ fleet target} &= \text{annual light vehicle (car and SUV) target} + a \times (M - M_0) \\ &= \text{annual light vehicle (ute and van) target} + a \times (M - M_0) \end{aligned}$$

a = the slope of the limit line. This line will be derived through correlating vehicle tare weights and vehicle CO₂ emissions of the vehicles (cars and SUVs or utes and vans) entering New Zealand in a past year (eg 2021)

M = the weighted average tare weight of the light vehicles (cars and SUVs) imported by a supplier

M_0 = the weighted average tare weight of all light vehicles (utes and vans) imported.

For individual vehicles the headline targets will be weight adjusted using the following formula:

$$\begin{aligned} \text{Cars and SUVs vehicle CO}_2 \text{ target} &= \text{annual Cars and SUV vehicle target} + a \times (V - V_0) \\ \text{Utes and vans vehicle CO}_2 \text{ target} &= \text{annual Utes and Vans vehicle target} + a \times (V - V_0) \end{aligned}$$

a = the slope of the limit line. This line will be derived through correlating vehicle tare weights and vehicle CO₂ emissions of the vehicles (cars and SUVs or utes and vans) entering New Zealand in a past year (eg 2021)

V = the tare weight of the vehicle

V_0 = the weighted average tare weight of all light vehicles imported (cars and SUVs or utes and vans).

Vehicles below 1200kg are to be treated as though they weigh 1200kg. This figure is subject to being finalised.

Using 2019 vehicle data, the value of a is 0.09 and the average weight was 1438kg for cars and SUVs.

The value of a is 0.04 and the average weight was 1998kg for utes and vans.

These figures will be recalculated closer to the adoption of the Clean Car Standard using more recent data.

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Appendix 3: Worked examples of the vehicle-by-vehicle approach

In the first example, a used vehicle supplier imports seven vehicles in the order in the table. Through importing the first three low emission vehicles it has enough emission credits to offset the following four vehicles, which have CO₂ emissions that exceed their target emissions. For this consignment of vehicles no charge is payable.

The annual target applying in this example is a year or two into the Standard being in place; the exact scenario would change depending on the agreed annual phase-in CO₂ and weight-adjusted targets for the Standard.

Make	Model	Weight Adjusted Target	Actual CO ₂ emissions	Difference (+ve Debit) (-ve Credit)	Cumulative Balance	Cumulative charge (\$20 per gram)
Toyota	Prius P	146	39	-107	-107	Nil
Toyota	Prius P	146	39	-107	-214	Nil
Nissan	Leaf	153	0	-153	-367	Nil
Toyota	Wish	145	198	53	-314	Nil
Nissan	X-Trail	154	181	27	-287	Nil
Ford	Ranger	191	214	23	-264	Nil
Nissan	Patrol	265	333	68	-196	nil

However, if vehicles are imported without the offset of low emission vehicles, then charges are payable. In the second example, the four higher emitting vehicles from the first example are imported with no offset from low emitting ones. The total level of charges across the four vehicles is \$3,420.

Make	Model	Weight Adjusted Target 2022	Actual CO ₂ emissions	Difference (+ve Debit) (-ve Credit)	Cumulative Balance	Cumulative charge (\$20 per gram)
Toyota	Wish	145	198	53	53	\$1,060
Nissan	X-Trail	154	181	27	80	\$1,600
Nissan	Patrol	265	333	68	121	\$2,960
Ford	Ranger	191	214	23	144	\$3,420

Appendix 4: Test Cycle Conversions

The following conversion formulas will apply when converting between test cycles. These were determined by independent research undertaken in 2020 by the ICCT report titled "Methods of converting the type approval fuel economy and CO₂ emission values of light vehicles: An analysis for New Zealand".

From Cycle	To Cycle	Fuel	a	b (gCO ₂ /km)	Standard Error of Prediction (gCO ₂ /km)
4P-WLTP	3P-WLTP	Petrol	1.1569	-31.0519	6.35
NEDC			1.1194	-1.1618	13.12
JC08			0.9695	24.6742	10.08
CAFE			1.2094	-16.4856	7.95
10-15 Mode			0.9353	39.774	12.52
4P-WLTP	3P-WLTP	Diesel	1.0497	-14.4674	4.49
NEDC			1.0871	12.73	10.68
JC08			0.9695	27.4167	11.2
CAFE			1.1589	16.5771	5.11
10-15 Mode			0.9353	44.1947	13.91

Relations are of the form: 3P-WLTP = a(From Cycle) + b

Both 3P-WLTP and From Cycle are in units of gCO₂/km.

4P-WLTP to 3P-WLTP relation should not be used unless data for an algebraic calculation is not available.

Utilising the conversions above, the following table illustrates how charges can be calculated for vehicles entering New Zealand on different test cycles:

	Petrol					Diesel				
	Factor	New Fleet	New Vehicle	Used Fleet	Used Vehicle	Factor	New Fleet	New Vehicle	Used Fleet	Used Vehicle
Base Charge (NEDC)		\$ 50.00	\$ 40.00	\$ 25.00	\$ 20.00		\$ 50.00	\$ 40.00	\$ 25.00	\$ 20.00
WLTP	0.883	\$ 44.67	\$ 35.73	\$ 22.33	\$ 17.87	0.920	\$ 45.99	\$ 36.80	\$ 23.00	\$ 18.40
NEDC	1.000	\$ 50.00	\$ 40.00	\$ 25.00	\$ 20.00	1.000	\$ 50.00	\$ 40.00	\$ 25.00	\$ 20.00
JC08	0.806	\$ 43.30	\$ 34.64	\$ 21.65	\$ 17.32	0.892	\$ 44.59	\$ 35.67	\$ 22.30	\$ 17.84
CAFE	1.080	\$ 54.02	\$ 43.22	\$ 27.01	\$ 21.61	1.066	\$ 53.30	\$ 42.64	\$ 26.65	\$ 21.32

Appendix 5: Climate Implications of Policy Assessment: Disclosure Sheet

This disclosure sheet provides the responsible department's best estimate of the greenhouse gas emissions impacts for New Zealand that would arise from the implementation of the policy proposal or option described below. It has been prepared to help inform Cabinet decisions about this policy. It is broken down by periods that align with New Zealand's future emissions budgets.

Section 1: General information

General information	
Name/title of policy proposal or policy option:	Clean Car Standard
Agency responsible for the Cabinet paper:	Ministry of Transport
Date finalised:	20 May 2020
Short description of the policy proposal:	<p>The Clean Car Standard (also known as the Vehicle Fuel Efficiency Standard) aims to improve the CO₂ emissions per kilometre travelled (g CO₂/km) averaged over the imported fleet of light passenger and commercial vehicles by mandating annual CO₂ emissions targets across the import fleet.²⁶ These targets will apply equally to both new and used light vehicle imports with a gross vehicle mass (GVM) of 3.5 tonnes or less that are first registered in New Zealand from 2022.²⁷ Any divergence from the target will be subject to a charge of \$50/g CO₂ for new imports and \$25/g CO₂ for used imports. Where compliance is done on a vehicle-by-vehicle basis the charges are \$40/g CO₂ for new imports and \$20/g CO₂ for used imports.</p> <p>More information can be found in the accompanying Regulatory Impact Statement.</p>

²⁶ In 2017, the weighted average CO₂ emissions of the vehicle imports stood at 178 gCO₂/km and this is expected to decrease to 175 gCO₂/km by 2020 and 166 gCO₂/km by 2022.

²⁷ Light vehicles with a gross vehicle mass of 3.5 tonnes or less include cars, sports utility vehicles, people movers, utes, vans and light trucks.

Section 2: Greenhouse gas emission impacts

Option 1

Mandating the Clean Car Standard with a target of 105g CO₂/km by 2025 and 90g CO₂/km by 2030

Changes in greenhouse gas emissions (tonnes of kilograms of carbon dioxide equivalent). Report on all sectors impacted.						
Sector & source	2020–2025	2022–2025	2026–2030	2031–2035	2036–2040	Cumulative impact
Electricity						
Transport	-76,560	-22,687	620,927	579,822	123,665	1,194,908
90 percent confidence interval	to 135,539	to 190,802	to 1,529,202	to 1,226,268	to 254,566	to 3,019,025
Minimum	-101,030	-54,072	404,851	413,568	82,776	766,579
Maximum	257,827	329,637	2,280,845	1,757,341	381,040	4,335,564
Mean	16,106	70,916	1,022,522	864,638	181,564	1,992,576
Estimates with default assumptions	-25,902	29,311	847,578	737,425	155,773	1,631,865

Notes:

- Positive numbers represent reductions in CO₂
- The estimated increase in emissions during the initial years is due to potential stock piling of high emission vehicles before the policy period.

Option 2 Mandating the Clean Car Standard with a target of 105g CO₂/km by 2028 and 90g CO₂/km by 2030

Changes in greenhouse gas emissions (tonnes of kilograms of carbon dioxide equivalent). Report on all sectors impacted.						
Sector & source	2020–25	2022–25	2026–30	2031–35	2036–40	Cumulative impact
Electricity						
Transport	-163,087	-108,341	345,161	454,688	132,698	737,324
90 percent confidence interval	to	to	to	to	to	to
	-34,845	20,363	965,224	995,337	273,698	2,119,891
Minimum	-207,435	-146,968	188,643	316,349	92,377	376,603
Maximum	37,936	102,201	1,406,438	1,299,609	347,394	2,945,206
Mean	-106,573	-51,707	617,377	691,928	194,506	1,344,340
Estimates with default assumptions	-131,541	-76,329	496,880	586,422	166,488	1,069,392

Notes:

- Positive numbers represent reductions in CO₂
- The estimated increase in emissions during the initial years is due to potential stock piling of high emission vehicles before the policy period.

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Section 3: Additional information

Due to the high level of uncertainty around how vehicle buyers would respond to the policy intervention, this section provides additional scenarios with higher behavioural responses (by doubling and quadrupling the price elasticities used in the analysis).

Additional information			
Estimated carbon reduction potentials – scenario analysis			
	default assumptions	High behavioural response scenario 1 (doubling price elasticity)	High behavioural response scenario 2 (quadrupling price elasticity)
OPTION 1			
Mandating the Clean Car Standard with a target of 105g CO₂/km by 2025 and 90g CO₂/km by 2030			
Total CO ₂ reduction (tonnes), 2020-2050	1,631,865	3,592,699	7,913,076
Increase in the number of EVs/PHEVs (2020-2041)	89,331	164,995	331,709
Average CO ₂ value (light vehicle imports) by 2025	146.9	141.5	126.5
Marginal Abatement Cost per tonne of CO ₂	-\$244	-\$269	-\$280
Changes in the number of vehicle imported 2020-2050	-35,340	-70,029	-146,462
Estimated carbon reduction potentials – scenario analysis			
	default assumptions	High behavioural response scenario 1 (doubling price elasticity)	High behavioural response scenario 2 (quadrupling price elasticity)
OPTION 2			
Mandating the Clean Car Standard with a target of 105g CO₂/km by 2028 and 90g CO₂/km by 2030			
Total CO ₂ reduction (tonnes), 2020-2050	1,069,392	2,562,799	5,853,275
Increase in the number of EVs/PHEVs (2020-2041)	84,237	155,668	313,055
Average CO ₂ value (light vehicle imports) by 2025	146.9	142.1	130.3
Marginal Abatement Cost per tonne of CO ₂	-\$207	-\$250	-\$268
Changes in the number of vehicle imported 2020-2050	-11,683	-26,714	-59,832

Section 4: Quality assurance

Quality assurance

The Ministry for the Environment (MfE) has been consulted and confirms that the CIPA requirements do apply to this proposal. MfE is highly supportive of the proposal and expects that it will deliver substantial reductions to CO₂ emissions over time. The modelling of the emissions reductions are subject to high levels of uncertainty, but it is MfE's view that the estimated impact will likely to be at the high end of the emissions reductions range provided. This assessment is based on analysis of the Ministry of Transport's modelling, comparative modelling and the effects of similar international schemes.

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4 August 2021

Hon Michael Wood
Minister of Transport
m.wood@ministers.govt.nz

Timing of Euro 6d and WLTP testing for new vehicles entering New Zealand

Dear Minister

I write to raise with you a material concern with two aspects of decisions Cabinet agreed to when you presented 'the Clean Car Standard' Cabinet paper. These relate to transitioning the new vehicles fleet to WLTP testing for vehicles manufactured from January 2022 and a transitioning to moving the fleet to Euro 6. These are covered in paragraphs 72 to 80 of that Cabinet paper.

The statements in these paragraphs are causing confusion in the new vehicle sector and has potentially significant impacts for us.

To avoid confusion going forward we seek urgent clarification of what you intend.

The Problem

Paragraph 74 states (and its subsequent recommendation 17), with the part of the paragraph we need clarified highlighted in yellow:

New Zealand will transition to the WLTP to enable a better assessment of vehicle emissions and our progress towards CO2 targets. To facilitate this, I propose that vehicles manufactured from 1 January 2022 (regardless of whether used or new when imported) will need to include WLTP fuel economy and CO2 emissions information in order to be certified for use on New Zealand roads. This should not create a supply constraint on vehicles given our major source markets of Europe and Japan will have had to align to WLTP testing prior to that date, though it may create impacts on suppliers using Australian models who have not adopted WLTP.

Recommendation 17 that relates to the above paragraph states:

agree that vehicles manufactured from 2022 onwards must have their fuel efficiency

and CO₂ emission values assessed through a WLTP cycle test, or if not available, by the American Environmental Protection Agency (EPA) test.

However, before dealing with the clarification sought, I must first dispel some less than accurate information in paragraph 74, as underlined above. While it is true that WLTP testing is required for vehicles entering those markets, it is not true for vehicles made for other markets as these are tested to what is required in those markets. Also, and more importantly, our major source market is vehicles made for the Australasian market.

Saying our major source markets are Europe and Japan only relates to where those brands originate from. European brands and Japanese brands that come to New Zealand are made for the Australasian (read Australian) market. Australia does not accept nor require WLTP testing and will not for some time.

This is further exacerbated by the implication in your Cabinet paper that introduction of Euro 6 and WLTP testing can be done separately. This is not accurate

WLTP testing is a part of Euro 6d. Euro 6b and Euro 5 standards rely on the NEDC testing protocols.

We have provided advice to your officials on the timing of when brands can move to Euro 6d, which in effect is at the same time as Australia adopts Euro 6d. Apart from a few low volume models there is no unique New Zealand market.

Implications of my points above are:

- Currently over 90% of light vehicles entering the New Zealand market are complied to Euro 5 with a smaller number to Euro 6b. Only a few models are complied to the Euro 6d standards.
- This means come January 2022, over 90% of new light vehicles entering New Zealand will not be able to be tested using the WLTP testing protocol as these vehicles are homologated for the Australian market under Euro 5 or Euro 6b which uses the NEDC testing protocol.

I don't believe the Government intends to exclude over 90% of new light vehicles from being able to be complied for entry into service come January 2022.

The Solution

Currently under the Land Transport Rules, vehicles can be complied if tested to NEDC or WLTP four cycle (what is used in Europe). Vehicles tested in Japan use the WLTP three cycle protocol which is not yet provided for under your Land Transport Rules. The MIA's view is that you need to:

- Allow all three testing protocols now (enable WLTP three cycle testing in addition to NEDC and WLTP four cycle)
- Liaise with Industry to arrive at a date when WLTP testing for new model new vehicles can be introduced (ties in with the Australian timeline)
- Liaise with industry on a later date for when existing model new vehicles also transfer to WLTP only testing, and
- Align those dates with the introduction of Euro 6d, noting the linkage of the New Zealand's market to the Australian market.

- Require fuel consumption and Co2 data derived from WLTP four cycle or NEDC testing protocols to be converted to WLTP three cycle values.

In other words, tie together Euro 6d and WLTP test protocol work programmes as these are directly inter-related standards.

I would be grateful if you could consider the issues raised in my letter as a matter of urgency. January 2022 is not far away and our sector needs to understand what your intentions are.

Kind regards



David Crawford
Chief Executive Officer.

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From: [David Crawford](#)
To: [M. Wood \(MIN\)](#)
Cc: [Elena Hood](#)
Subject: David Crawford_Clean Car Standard- WLTP and Targets.
Date: Monday, 18 October 2021 5:09:06 pm
Attachments: [LPV graph with NZ NEDC plotted.pdf](#)
[LCV graph with NZ NEDC plotted.pdf](#)

Dear Minister

(firstly apologies for the false start to this email. I was having IT problems in a hectic Friday afternoon and I thought I had saved this email to complete today and I didn't notice I had inadvertently sent it to you until this morning. Your SPS, as efficient as always (thanks Elena), responded quickly when I asked her to pull Friday's draft from your inbox.)

Thank you for your letter of 4 October responding to questions I had earlier raised around WLTP testing. We appreciate your response.

You will recall that just after the Land Transport (Clean Vehicles) Amendment Bill was introduced into the House I put out a press statement saying that that MIA withdrew our support for the Bill as it related to the Clean Car Standard.

I did so at the request of members to indicate that while we had supported the need for a fuel economy standard, we did so only if it contained targets that were realistically achievable with a bit of effort. Our view is the targets in the Bill are not achievable and we wanted you and the Select Committee to know with any doubt where we stood on that.

By contrast, the steepness of the targets under the Bill compared to a range of other countries with fuel economy standards in place is shown in the two attached graphs (light passenger vehicles, and light commercial vehicles). I note that the EU targets are the current enacted targets, not the ones under discussion/consultation.

We did not lightly withdraw our support in such a public manner, but felt it was important to indicate our strong view on the lack of achievability of the targets and the resulting large cost penalty this will create for over 90 percent of new vehicle importers and consumers of new vehicles.

Contrary to what some are saying about our position, the MIA's policy position is clear. Climate change is a serious issue that has not been properly addressed with necessary policy responses by any single government the world over, New Zealand's included. We simply must and can do more, business as usual is not enough. In this regard we are not disagreeing with you and your government's stated ambition to address climate change and the need to ensure transport contributes to a reduction on CO2 emissions as fast as possible.

MIA accepts and has publicly stated on numerous occasions that transport must play its part and we in the new vehicle sector want to do that.

I said this before and I will say it again and again. There is nothing more we like to do than sell low emissions vehicles. We want to sell as many as we can get our hands on and therein lies the rub. There seems to be a significant difference of opinion between you and the new vehicle importers on what is achievable and at what rate.

The purpose of this email to you is to clarify we still believe a fuel economy standard is necessary in the Government's policy mix. However, what we really need is for you and your Government to help us to help you achieve your goals. If the new vehicle sector is going to perform better than business as usual then we need carefully thought out and well-designed policies to facilitate faster change.

The MIA believes the feebate part of the Bill is mostly OK, there are just some implementation issues to tweak.

The Clean Car Standard part of the Bill is altogether a different matter, but only for two issues:

the targets (particularly the targets for 2026 and 2027 which are new); and where Class MC vehicles sit.

You know we resisted the 105 grams of CO2 per km NEDC target by 2025, believing 2028 is the best solution. Moving the 105 NEDC target to 2025 is a tough ask but the subsequent two years targets in the Bill, which have not been consulted on before, are impossible for New Zealand to reach in those years. Moreover, the point that you want to reach by 2027 is more stringent than any other currently enacted fuel economy standard anywhere in the world.

Also, we were somewhat confused to see Class MC vehicles, otherwise known of four wheel drive off-road vehicles (more commonly known as large heavy duty SUV's), have been moved from the light commercial group to the passenger vehicle group. This has been done without consultation with industry who has already made production plans based on your earlier Cabinet decisions you announced in January. Making changes unannounced that cut across previously announced Cabinet decisions heightens the perceived sovereign risk manufacturers face and the change is not insignificant. It further negatively impacts our ability to meet the targets, especially for companies that mostly operate at the smaller end of the market as it makes their target even lower (tougher) than it previously was.

The policy mix the MIA believes is best to adopt is:

- we want the feebate scheme which you are delivering so thank you, and
- a reasonable fuel economy standard, which you are not, at this stage, delivering.

We will be submitting to the select committee on what we believe will be challenging, faster than business as usual targets for the Clean Car Standard. We believe the targets we will suggest in our submission, while they will not be as aggressive as the ones in the Bill, better enable both you and us (industry) to jointly achieve a year on year reduction in CO2 emissions that is faster than business as usual. More importantly we will be suggesting targets we believe will help NZ reach carbon neutrality by 2050.

The purpose of this email to urge you to work with the select committee so that when the Bill is reported back into the house it contains a workable solution. We ask that you will give our suggested targets serious consideration.

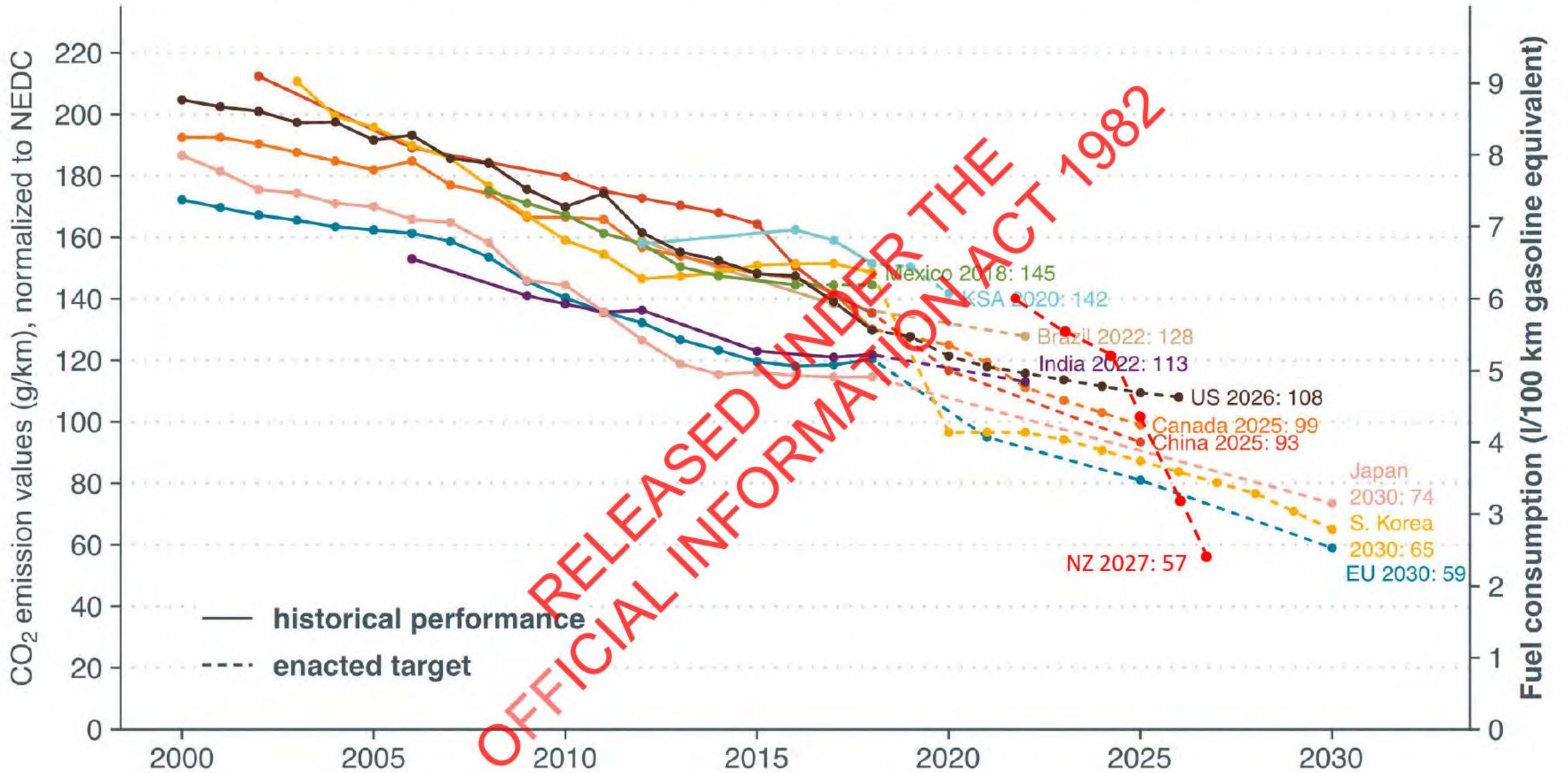
David Crawford, Chief Executive Officer

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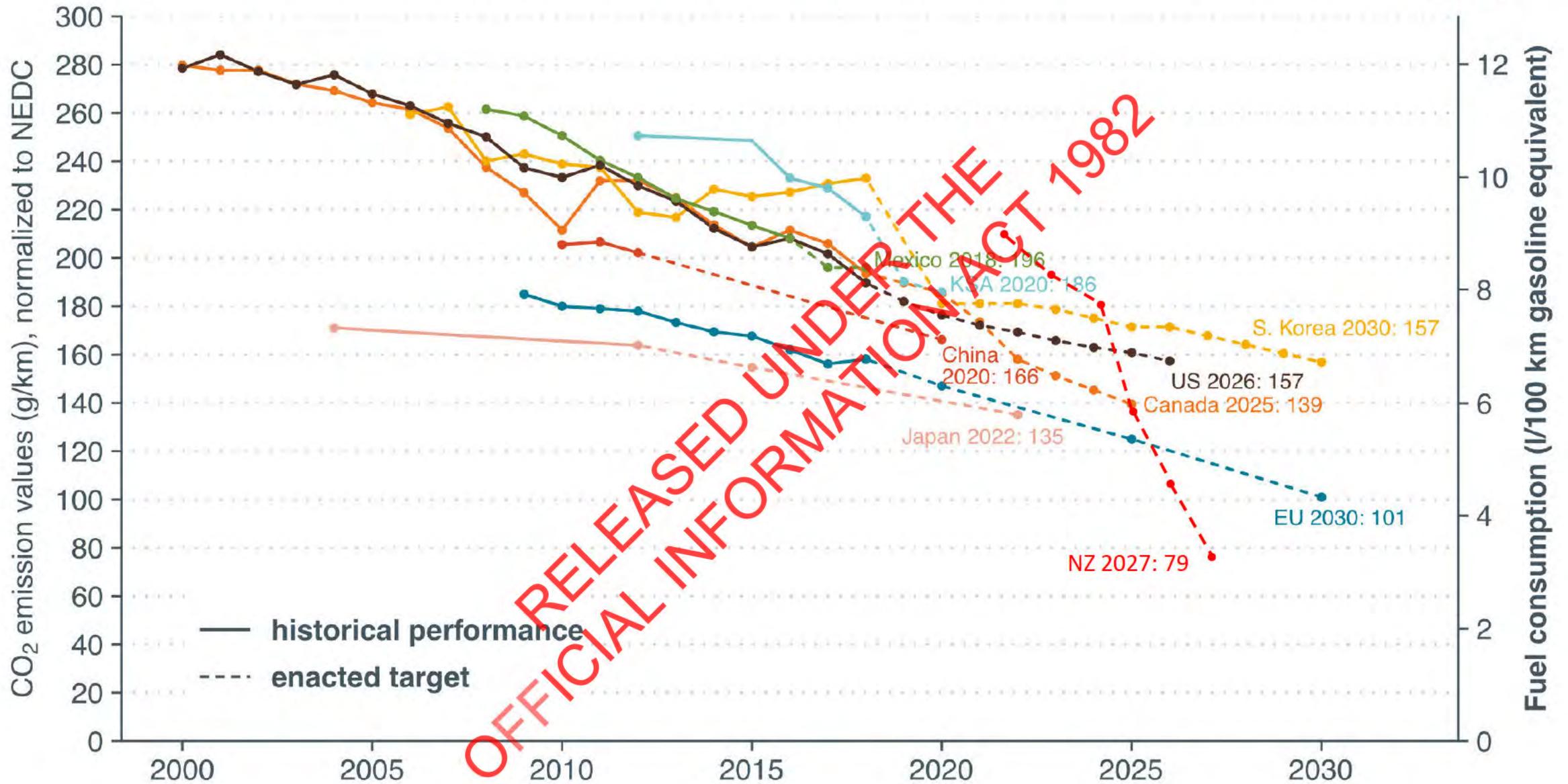


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Passenger car CO₂ emission and fuel consumption values, normalized to NEDC



Light truck CO₂ emissions and fuel consumption, normalized to NEDC



David Crawford
david@mia.org.nz

Dear David

Thank you for your email of 18 October 2021 regarding the Clean Car Standard (the Standard) and the classification of heavy-duty sport utility vehicles (SUVs).

As you know, addressing climate change is a key priority for this Government, and we are committed to implementing policies which will shift New Zealand's vehicle fleet to zero-emissions, and decrease transport emissions more widely. It is therefore great to hear that the Motor Industry Association are supportive of a fuel economy standard, the feebate scheme, and of course, selling low-emission vehicles.

Your feedback on the feasibility of the 2026 and 2027 targets as part of the Clean Car Standard will be considered as part of the select committee process.

Regarding the MC class vehicles, Cabinet's decisions in January confirmed light commercial vehicles (LCVs) includes utility type vehicles in the NA, MD1, MD2 and MB classes. However, as you've noted, the MC class was omitted, so no Cabinet decision has been made on its treatment.

The definition of the MC vehicle class in the Land Transport Rule: Vehicle Standards Compliance 2002 (page 70) as 'off-road passenger vehicles' is consistent with the definition of the 'Type A' or Light Passenger Vehicle (LPV) in the Clean Vehicles Amendment Bill and as a result, we have placed the MC vehicle class within the Type A or passenger vehicle category in the Bill. That said, I acknowledge that the Ministry of Transport (the Ministry) document published in February 2021 showed MC vehicles as part of the LCV/Type B grouping, so the treatment of the MC class remains to be resolved.

I understand Ministry official, Ewan Delany, has been in touch with you regarding this subject and passed on similar information.

Thank you again for getting in touch and engaging with myself and officials regarding the Clean Vehicles Bill.

Yours sincerely

Hon Michael Wood
Minister of Transport

From: [Tom Ruddenklau](#)
To: [Hon Michael Wood](#)
Subject: Follow up from meeting on 02.10.2022
Date: Thursday, 4 November 2021 3:33:18 pm

Dear Minister Woods

Thank you for your time on the call on Tuesday.

As discussed, we are very supportive of the implementation of the Clean Car Discount and the then following Clean Car Standard. - You will see a growing level of support of CO2 reduction from our Brands (Peugeot, Citroen, Opel / Vauxhall) later this quarter, ramping up significantly in Q1 2022 as we near the April 2022 Clean Car Discount juncture.

Thank you also for your offer of assistance in securing supply of low emission vehicles for New Zealand.

Your support will genuinely have a meaningful impact on securing supply. If you are open to a brief meet and greet with our Manufacturing principle in Europe, it would be most advantageous. Alternatively, a letter of support from yourself would be equally as influential. The content of the letter could be as simple as re-iterating New Zealand's seriousness of its commitments to CO2 reduction and that allocation of more low emission vehicle supply to our market will be used very wisely. It will have a measurable impact.

If this is possible, I will prepare a proper brief and background on the intended audience for your further consideration.

I am sure your team will have plenty of submissions on the Clean Vehicles Amendment Bill to wade through. There will be one from us (Auto Distributors NZ Limited)

It will be deeply supportive of the amendment bill, with a couple of tweaks suggested in order for us to make sure we (the nation) meet the targets on time.

1. Increase the CCS cap of \$80K a little to allow access to more PHEV vehicles
2. Tweak the weight base calculation to not penalise smaller vehicle under the CCD
3. Allow those manufacturers who will be in credit under the CCD to redeem those credits early. This will enable the passing on to consumers early to further reduce pricing and stimulate demand of smaller more efficient vehicles

Please note, I do have a vested & biased interest in these suggestions. They are geared toward our Brands, of which are poised to create the momentum required to create the paradigm shift our market needs.

Thanks again for your time. I do appreciate you have a reasonably full dance card.

Kind Regards

TOM RUDDENKLAU

GENERAL MANAGER

s 9(2)(a)

e. tom.ruddenklau@autodistributorsnz.com

a. 27 Nugent Street, Grafton, Auckland, 1023

cid:image002.jpg@01D7524E.E796DEB0



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From: [Mark Gilbert](#)
To: [Ewan Delany](#)
Cc: [M Wood \(MIN\)](#)
Subject: Clean Car Discount Communications
Date: Wednesday, 19 January 2022 12:09:57 pm

Hi Ewan,

I am receiving many questions relating to the clean car discount continuing after April 2022.

I know there was approx \$300mill advanced and I have no idea how much has been consumed.

Naturally the penalties were to top that up and repay it over time.

Might be useful if the Minister could perhaps communicate exactly what will happen as of 1 April 2022, as it is a question being asked at a number of new and used EV dealerships given people have to preorder in the main?

Thanks

KR

Mark

MARK GILBERT CHAIRMAN

M: [s 9\(2\)\(a\)](#)

E: mark@driveelectric.org.nz

W: driveelectric.org.nz

A: PO Box 3899, Auckland, 1140, New Zealand



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From: [David Crawford](#)
To: [Barbara Kuriger](#); [Brent Johnston](#); [Davey Uprichard](#); [David Crawford](#); [Elena Hood](#); [Ewan Delany](#); [Haobo Wang](#); [Helen White](#); [J Genter \(MIN\)](#); [Hugh Mazey](#); [Jason Familton](#); [Kerry Lambeth \(Parliament\)](#); [M Wood \(MIN\)](#); [Hon Michael Woodhouse](#); [Peter Mersi](#); [Seb \(Parliament\) Brown](#); [Simon Court](#)
Subject: MIA Press Release on reduced fees for used imported vehicles
Date: Thursday, 3 March 2022 5:35:45 pm
Attachments: [MIA Press Release on reduced fees for used vehicles under the clean car discount.docx](#)

Hi all

Please find attached a press release from the MIA's president setting out our disappointment at reduced fees on old used imported vehicles under the clean car discount that comes into effect from 1 April this year.

Kind regards
David Crawford.

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03/03/22

Changes to Clean Car Discount Fees for Used Imported Cars is an Insult to Sensible Environmental Policies

Andy Sinclair, President of the Motor Industry Association of New Zealand says "The Government's decision, announced yesterday, to lesson fees on used imported vehicles under the clean car discount, which comes into effect from 1 April this year, is disappointing and a slap in the face for sensible environmental outcomes."

We have a fleet with an average age of over 14 years. Older vehicles are less clean than brand new models and comparably less safe. Invariably arriving in the country with worn tyres and batteries creating immediate recycling issues.

He says we do not need increased numbers of older high polluting vehicles on our roads. However this is exactly what will happen with the change in fees, as it will make it easier for used importers to continue importing dirty old clunkers.

"It is hard to fathom the rationale for this decision and continues a pattern of puzzling and illogical decisions by the government rather than a range of sensible policies that would facilitate cleaning up our dirty old fleet."

ENDS

For further information

Andy Sinclair
President of the Motor Industry Association of New Zealand
M: 027 297 8733

From: [M Wood \(MIN\)](#)
To: [Transport Portfolio](#); [Travis Mills](#)
Subject: FW: MIA Press Release - Buyers Rush to beat Clean Car Discount Fees
Date: Tuesday, 5 April 2022 8:31:10 am
Attachments: [Registration data -1975 onwards YTD March 2022.xlsx](#)
[March 2022 Sales Table.xlsx](#)
[March 2022 New Vehicle Sales Press Release.docx](#)

FYI

From: David Crawford [mailto:david@mia.org.nz]

Sent: Tuesday, 5 April 2022 7:08 AM

To: Barbara Kuriger <Barbara.Kuriger@parliament.govt.nz>; Brent Johnston <b.johnston@transport.govt.nz>; Davey Uprichard <Davey.Uprichard@nzta.govt.nz>; David Crawford <david@mia.org.nz>; Elena Scheule <Elena.Scheule@parliament.govt.nz>; Ewan Delany <E.Delany@transport.govt.nz>; Haobo Wang <h.wang@transport.govt.nz>; Helen White <h.white@transport.govt.nz>; J Genter (MIN) <j.genter@ministers.govt.nz>; Hugh Mazey <Hugh.Mazey@parliament.govt.nz>; Jason FAMILTON <jason.familton@acc.co.nz>; Kerry Lambeth <Kerry.Lambeth@parliament.govt.nz>; M Wood (MIN) <M.Wood@ministers.govt.nz>; Hon Michael Woodhouse <Michael.Woodhouse@parliament.govt.nz>; Peter Mersi <p.mersi@transport.govt.nz>; Seb Brown <Seb.Brown@parliament.govt.nz>; Simon Court <Simon.Court@parliament.govt.nz>

Subject: MIA Press Release - Buyers Rush to beat Clean Car Discount Fees

Hi all

Please find attached a MIA press release on new vehicle sales for the month of March. It was the strongest month of all time for new vehicle sales in New Zealand.

David Crawford, Chief Executive Officer

Listing_MIA



	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O
1	NZ new				Used imports				Total Registrations						
2	Passenger	Comm	Total	% increase	Passenger	Comm	Total	% increase	Passenger	Comm	Total	% increase			
3	Data in blue shaded area is sourced from early Motor Vehicle Register Annual Reports.														
4	1970	66,688		66,688			3738		3738			70426	17,402	87,828	
5	1971	70,416		70,416	5.59		4230		4230	13.16		74646	19,523	94,169	7.22
6	1972	85,544		85,544	21.48		4758		4758	12.48		90302	17,481	107,783	14.46
7	1973	97,346		97,346	13.80		5290		5290	11.18		102636	18,050	120,686	11.97
8	1974	93,801		93,801	-3.64		5416		5416	2.38		99217	16,436	115,653	-4.17
9	1975	78,750		78,750	-16.05		4863		4863	-10.21		83613	17,598	101,211	-12.49
10	1976	70,251		70,251	-10.79		3276		3276	-32.63		73527	18,242	91,769	-9.33
11	1977	59,074		59,074	-15.91		2750		2750	-16.06		61824	18,124	79,948	-12.88
12	1978	64,468		64,468	9.13		2681		2681	-2.51		67149	18,901	86,050	7.63
13	1979	68,159		68,159	5.73		2682		2682	0.04		70841	19,377	90,218	4.84
14	1980	75,671		75,671	11.02		2701		2701	0.71		78872	21,031	99,403	10.18
15	1981	89,466	25,376	114,842	51.76		1,907	221	2,128	-21.21		91,373	25,597	116,970	17.67
16	1982	83,667	30,492	114,159	-0.59		1,812	220	2,032	-4.51		85,479	30,712	116,191	-0.67
17	1983	74,085	24,761	98,846	-13.41		1,766	263	2,029	-0.15		75,851	25,024	100,875	-13.18
18	1984	96,418	26,829	123,247	24.69		2,019	206	2,225	9.66		98,437	27,035	125,472	24.38
19	1985	81,516	23,062	104,578	-15.15		2,918	222	3,140	41.12		84,434	23,284	107,718	-14.15
20	1986	76,075	18,168	94,243	-9.88		3,946	415	4,361	38.89		80,021	18,583	98,604	-8.46
21	1987	77,499	15,214	92,713	-1.62		12,129	905	13,034	198.88		89,628	16,119	105,747	7.24
22	1988	71,218	14,675	85,893	-7.36		17,371	1,977	19,348	48.44		88,589	16,652	105,241	-0.48
23	1989	83,862	17,030	100,892	17.46		50,966	6,245	57,211	195.69		134,828	23,275	158,103	50.23
24	1990	74,422	18,965	93,387	-7.44		85,324	10,480	95,804	67.48		159,746	29,445	189,191	19.66
25	1991	55,615	13,499	69,114	-25.99		47,351	11,426	58,777	38.59		102,966	24,985	127,951	-32.37
26	1992	52,964	13,570	66,534	-3.73		39,146	10,200	49,346	-16.13		92,110	23,772	115,882	-9.43
27	1993	53,822	13,728	67,550	1.53		43,841	13,974	57,815	16.55		97,663	27,402	125,065	7.92
28	1994	61,765	15,683	77,448	14.65		62,088	14,851	76,939	33.77		123,853	30,534	154,387	23.45
29	1995	65,680	14,887	80,567	4.03		80,976	14,711	95,687	24.37		146,656	29,598	176,254	14.16
30	1996	64,414	14,732	79,146	-1.76		111,789	15,111	126,900	32.60		176,183	29,845	206,028	16.89
31	1997	58,558	12,934	71,492	-9.67		97,941	11,936	109,877	-14.39		155,599	24,520	180,119	-12.58
32	1998	54,154	11,828	65,982	-7.71		99,937	8,709	108,646	0.02		154,091	20,537	174,628	-3.05
33	1999	58,195	14,046	72,241	9.49		131,118	5,282	136,400	28.31		189,313	22,328	211,641	21.20
34	2000	57,618	16,345	73,963	-2.38		116,124	6,946	123,070	-11.71		173,742	23,291	197,033	-6.90
35	2001	58,162	16,567	74,729	1.04		128,613	8,896	137,509	10.17		186,855	23,463	210,318	6.74
36	2002	64,086	19,657	83,743	12.06		136,418	10,526	146,944	8.37		200,504	30,183	230,687	9.68
37	2003	70,453	21,511	91,964	9.82		156,972	12,799	169,771	15.53		227,425	34,310	261,735	13.46
38	2004	74,755	24,037	98,792	7.42		154,042	15,250	169,292	-0.28		228,797	39,287	268,084	2.43
39	2005	77,825	25,623	103,448	4.71		132,488	13,978	146,466	-1.67		230,313	39,601	269,914	0.68
40	2006	76,804	23,182	99,986	-3.35		123,390	12,225	135,615	-18.53		200,194	35,407	235,601	-12.71
41	2007	77,454	25,014	102,468	2.48		120,382	12,573	132,955	-1.96		197,836	37,587	235,423	-0.08
42	2008	73,397	23,933	97,330	-5.01		90,841	8,869	99,710	-25.00		164,238	32,802	197,040	-16.30
43	2009	54,404	15,644	70,048	-28.03		68,757	3,154	71,911	-27.88		123,161	18,798	141,959	-27.95
44	2010	62,029	18,424	80,453	14.83		88,613	2,797	91,410	27.12		150,642	21,221	171,863	21.07
45	2011	64,019	20,621	84,640	5.20		80,852	3,176	84,028	-8.08		144,871	23,797	168,668	-1.86
46	2012	76,871	23,924	100,795	19.09		78,311	3,516	81,827	-2.62		155,182	27,440	182,622	8.27
47	2013	82,433	30,861	113,294	12.40		98,971	6,094	105,065	28.40		181,404	36,955	218,359	19.57
48	2014	90,635	36,717	127,352	12.41		129,925	7,943	137,868	31.22		220,560	44,660	265,220	21.46
49	2015	95,099	39,135	134,234	5.40		143,642	8,838	152,480	10.60		238,741	47,973	286,714	8.10
50	2016	102,647	44,292	146,939	9.46		149,526	10,967	160,493	5.26		252,173	55,259	307,432	7.23
51	2017	108,616	51,508	160,124	8.97		165,654	12,225	177,879	10.83		274,270	63,733	338,003	9.94
52	2018	108,213	53,557	161,770	1.03		147,637	12,167	159,804	-10.16		255,850	65,724	321,574	-4.86
53	2019	104,281	50,482	154,763	-4.33		140,590	11,281	151,871	-4.96		244,871	61,763	306,634	-4.65
54	2020	80,860	38,762	119,622	-22.71		113,140	9,050	122,190	-19.54		194,000	47,812	241,812	-21.14
55	2021	112,143	53,316	165,459	38.32		121,860	6,992	128,852	5.45		234,003	60,308	294,311	21.71
56	2022	27,836	19,273	47,109	-71.53		45,197	3,587	48,784	-62.14		73,033	22,860	95,893	-67.42



	A	B	C	D	E	F	G
1	LICENSED VEHICLES BY TYPE AS AT END						
1	OF YEAR FROM 1963						
2	Vehicle Type	1963	1964	1965	1966	1967	1968
3	CARS	636,319	673,827	709,364	765,842	795,061	820,154
4	RENTAL CARS	2,756	2,951	3,066	3,052	2,982	3,004
5	TAXIS	2,794	3,099	3,213	3,032	3,015	2,997
6	TRUCKS	137,230	153,074	161,095	160,863	162,697	164,802
7	BUSES/COACHES	3,004	3,162	3,166	3,174	3,171	3,179
8	TRAILERS/CARAVANS	112,149	126,775	140,139	155,663	159,369	166,107
9	MOTORCYCLES	29,123	30,319	29,472	29,000	27,919	27,491
10	MOPEDS	14,899	16,284	16,787	17,111	17,070	16,989
11	TRACTORS	-	-	-	-	-	-
12	EXEMPTVEHICLES	100,318	106,281	115,863	98,129	93,780	96,785
13	MISCELLANEOUS	-	-	-	-	-	-
14	TOTAL	1,038,592	1,115,772	1,182,165	1,235,956	1,265,064	1,301,508
15	NB - data source 051 December (year)						
16	table						

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	H	I	J	K	L	M	N	O	P
1									
2	1969	1972	1973	1974	1975	1976	1977	1978	1979
3	847,935	992,540	1,052,410	1,109,481	1,151,332	1,180,510	1,196,674	1,223,736	1,260,057
4	3,191	4,289	5,215	5,316	5,660	6,415	6,160	5,979	6,562
5	3,018	3,054	3,087	3,189	3,152	3,114	3,009	3,029	3,082
6	168,057	189,382	196,187	202,066	204,590	226,962	232,123	241,692	247,163
7	3,127	3,079	3,023	3,104	3,160	3,220	3,253	3,321	3,341
8	174,239	210,667	243,504	268,140	290,455	316,073	315,336	331,732	339,201
9	26,956	41,773	52,593	61,828	91,925	96,755	95,841	94,826	109,705
10	17,408	22,933	24,081	24,951	3,805	2,657	1,909	1,657	1,811
11	-	-	-	-	-	-	-	-	-
12	101,863	118,098	118,785	121,792	126,203	126,282	117,867	98,128	97,516
13	-	-	-	-	-	-	-	12,135	11,531
14	1,345,794	1,585,815	1,698,885	1,799,867	1,880,282	1,961,988	1,972,672	2,016,235	2,079,969
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	Q	R	S	T	U	V	W	X	Y
1									
2	1980	1981	1983	1984	1985	1988	1989	1990	1991
3	1,293,446	1,331,765	1,400,624	1,453,385	1,480,411	1,417,869	1,490,961	1,548,174	1,543,068
4	6,545	6,729	7,604	9,739	11,452	7,854	8,293	8,317	7,844
5	3,097	3,085	2,962	2,934	3,013	2,758	2,868	3,195	3,535
6	257,045	271,124	284,324	289,703	297,368	288,829	295,600	300,121	305,819
7	3,482	3,385	4,113	4,607	4,987	8,406	8,752	7,938	7,383
8	345,058	356,468	356,236	358,681	360,976	317,399	350,892	356,307	356,821
9	123,798	130,984	128,937	124,813	121,805	84,295	79,567	73,388	65,976
10	1,579	1,423	1,211	1,328	693	1,071	1,154	1,190	1,160
11	-	-	-	-	-	-	-	-	-
12	97,001	95,465	81,909	67,467	60,132	8,381	7,050	11,409	22,491
13	10,697	11,185	11,212	11,071	10,852	31,226	30,826	29,136	16,302
14	2,141,748	2,211,613	2,279,132	2,323,728	2,351,689	2,168,088	2,276,963	2,339,175	2,330,399
15									
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	Z	AA	AB	AC	AD	AE	AF	AG	AH
1									
2	1992	1993	1994	1995	1996	1998	1999	2000	2001
3	1,565,191	1,598,142	1,639,415	1,638,291	1,703,338	1,824,600	1,901,061	1,913,756	1,957,077
4	8,996	11,137	13,358	14,265	15,572	17,139	20,237	21,081	20,842
5	3,764	4,054	4,387	5,619	6,311	7,093	7,493	7,470	7,301
6	316,706	336,592	353,786	343,504	353,665	367,152	373,951	369,116	367,778
7	8,146	8,544	8,958	9,131	9,947	11,498	12,142	12,707	13,102
8	363,523	368,625	361,993	340,074	308,352	333,359	354,972	365,774	377,761
9	59,523	56,310	53,447	47,075	38,263	42,156	42,645	40,247	39,915
10	1,148	1,183	1,352	1,842	8,806	7,817	7,576	7,516	7,457
11	-	18,615	20,219	18,202	18,445	19,853	20,243	21,245	22,461
12	21,594	6,657	7,109	11,364	12,829	6,501	7,022	7,646	7,953
13	16,045	6,602	6,690	14,657	14,618	15,211	16,002	16,154	17,122
14	2,364,636	2,416,461	2,470,714	2,444,024	2,490,146	2,652,379	2,763,344	2,782,712	2,838,769
15									
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	AI	AJ	AK	AL	AM	AN	AO	AP	AQ
1									
2	2002	2003	2004	2005	2006	2007	2008	2009	2010
3	2,017,503	2,114,453	2,188,571	2,250,435	2,288,281	2,331,204	2,345,901	2,348,875	2,363,403
4	23,828	25,875	27,952	28,575	28,573	30,619	32,163	31,758	33,691
5	7,792	8,073	8,156	8,202	8,106	8,011	8,020	7,756	7,549
6	373,581	386,293	399,043	411,189	418,209	430,371	434,938	433,301	430,774
7	13,961	14,601	15,506	16,182	17,093	18,138	18,954	19,494	19,825
8	389,760	401,381	412,556	424,094	435,457	449,924	457,765	464,805	470,955
9	39,086	39,697	42,171	47,154	52,988	59,740	66,547	67,150	63,431
10	7,765	8,460	9,546	13,162	15,595	18,015	21,832	21,336	19,459
11	23,974	25,242	26,461	27,518	27,736	28,326	28,933	29,409	29,590
12	8,576	9,317	10,010	10,945	11,697	12,029	12,448	12,421	12,515
13	18,122	19,837	21,615	23,349	25,372	27,627	29,109	29,850	31,462
14	2,923,948	3,053,229	3,161,587	3,260,805	3,329,107	3,414,004	3,456,610	3,466,155	3,482,654
15									
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	AR	AS	AT	AU	AV	AW	AX	AY	AZ
1									
2	2011	2012	2013	2014	2015	2016	2017	2018	2019
3	2,361,946	2,384,857	2,440,156	2,518,147	2621023	2710427	2789837	2840501	2874236
4	33,393	33,236	34,953	37,619	40327	45954	51523	51659	52093
5	7,370	7,239	7,404	7,711	8663	9414	13050	16159	17473
6	431,429	438,809	457,903	486,115	514965	548081	585143	619946	648279
7	20,025	20,388	21,082	22,104	23067	24348	25705	27009	27519
8	476,227	488,957	504,512	521,959	537602	555739	573791	588123	601928
9	61,253	62,339	64,846	67,640	70634	71805	74576	75670	77215
10	17,710	17,170	17,469	17,581	17285	17170	17116	17170	16901
11	29,916	30,421	30,686	31,655	32089	33005	33558	34253	34097
12	12,929	13,172	13,470	14,179	15158	16324	17852	18861	20040
13	32,676	33,573	34,806	36,222	37664	39704	41923	43714	44968
14	3,484,874	3,530,161	3,627,287	3,760,932	3,915,477	4,071,981	4,224,074	4,333,065	4,414,749
15									
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	BA	BB	BC	BD
1				
2	2020	2021	2021 v 2020	2021 v 2011
3	2252132	2948795	23.63	24.85
4	13246	26560	50.13	-20.46
5	10374	16740	38.03	127.14
6	567373	694257	18.28	60.92
7	22392	27821	19.51	38.93
8	595663	633068	5.91	32.93
9	35071	83905	58.20	36.98
10	10182	16370	37.80	-7.57
11	32843	34556	4.96	15.51
12	20265	22086	8.25	70.83
13	37184	55273	32.73	69.15
14	3,596,725	4,559,431		
15				
16				

RELEASED UNDER THE
OFFICIAL INFORMATION ACT 1982

Passenger Car by years

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S
1	Passenger Cars by Month By Year																		
2	2022	New	Ex-Overseas	Total														Total YTD 2021	28,538
3	Jan	8953	10114	19,067														Total YTD 2022	27,836
4	Feb	7680	10734	18,414														Difference	(702)
5	Mar	11203	24349	35,552														Percentage Increase/Decrease	-2.5%
6	Apr			-															
7	May			-														Mar-21	10,113
8	Jun			-														Mar-22	11,203
9	Jul			-														Difference	1,090
10	Aug			-														Percentage Increase/Decrease	10.8%
11	Sep			-															
12	Oct			-															
13	Nov			-															
14	Dec			-															
15		27,836	45,197	73,033															
16																			
17	2019	New	Ex-Overseas	Total		2020	New	Ex-Overseas	Total		2021	New	Ex-Overseas	Total					
18	Jan	9942	11598	21,540		Jan	9099	11693	20,792		Jan	9713	9398	19,111					
19	Feb	7580	11129	18,709		Feb	7911	10747	18,658		Feb	8712	9091	17,803					
20	Mar	8425	11852	20,277		Mar	5416	8565	13,981		Mar	10113	11000	21,113					
21	Apr	6778	10883	17,661		Apr	707	622	1,329		Apr	8823	10136	18,959					
22	May	7624	12212	19,836		May	5401	9565	14,966		May	10012	11255	21,267					
23	Jun	8748	11177	19,925		Jun	7411	11962	19,373		Jun	10306	11254	21,560					
24	Jul	7925	12791	20,716		Jul	8200	11975	20,175		Jul	9984	13125	23,109					
25	Aug	8506	12353	20,859		Aug	7076	9054	16,130		Aug	4585	7100	11,685					
26	Sep	10322	11630	21,952		Sep	7735	10339	18,074		Sep	11874	7444	19,318					
27	Oct	10632	11663	22,295		Oct	8296	9763	18,059		Oct	9246	10634	19,880					
28	Nov	9640	11674	21,314		Nov	8036	9521	17,557		Nov	11214	11327	22,541					
29	Dec	8159	11628	19,787		Dec	5572	9334	14,906		Dec	7561	10098	17,659					
30		104,281	140,590	244,871			80,860	113,140	194,000			112,143	121,862	234,005					
31																			
32	2016	New	Ex-Overseas	Total		2017	New	Ex-Overseas	Total		2018	New	Ex-Overseas	Total					
33	Jan	8,899	11,675	20,574		Jan	10150	12933	23,083		Jan	10797	13719	24,516					
34	Feb	7,192	11,736	18,928		Feb	8052	12260	20,312		Feb	7415	12048	19,463					
35	Mar	8,191	12,153	20,344		Mar	9230	14474	23,704		Mar	9050	11841	20,891					
36	Apr	6,789	12,140	18,929		Apr	6996	12507	19,503		Apr	6848	10893	17,741					
37	May	7,502	12,567	20,069		May	8387	14439	22,826		May	9276	13420	22,696					
38	Jun	9,186	11,991	21,177		Jun	10181	13939	23,520		Jun	9725	12651	22,376					
39	Jul	7,702	13,055	20,757		Jul	7605	14430	22,035		Jul	8041	13847	21,888					
40	Aug	8,896	12,993	21,889		Aug	8607	14483	23,090		Aug	8639	13368	22,007					
41	Sep	9,704	12,564	22,268		Sep	9855	13645	23,500		Sep	9432	11533	20,965					
42	Oct	10,795	12,709	23,504		Oct	11114	14118	25,232		Oct	11767	12100	23,867					
43	Nov	9,722	12,762	22,484		Nov	10289	14924	25,213		Nov	9543	11156	20,699					
44	Dec	8,069	13,181	21,250		Dec	8,500	14102	22,252		Dec	7680	11061	18,741					
45		102,647	149,526	252,173			108,616	165,654	274,270			108,213	147,637	255,850					
46																			
47	2013	New	Ex-Overseas	Total		2014	New	Ex-Overseas	Total		2015	New	Ex-Overseas	Total					
48	Jan	7,385	7,397	14,782		Jan	8,293	9,470	17,763		Jan	9,010	11,791	20,801					
49	Feb	5,799	6,922	12,721		Feb	6,572	9,155	15,727		Feb	7,056	10,572	17,628					
50	Mar	6,800	7,581	14,381		Mar	7,994	10,247	18,241		Mar	8,075	12,313	20388					
51	Apr	5,907	7,418	13,325		Apr	6,151	9,501	15,652		Apr	6,375	11,038	17413					
52	May	6,347	8,460	14,807		May	6,802	11,223	18,025		May	6,843	12,415	19258					
53	Jun	7,541	7,862	15,403		Jun	8,517	10,760	19,277		Jun	9,021	12,415	21436					
54	Jul	6,768	9,629	16,397		Jul	7,071	12,052	19,123		Jul	7,272	13,891	21163					

Passenger Car by years

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S
55	Aug	6,828	8,648	15,476		Aug	7,083	11,290	18,373		Aug	7,752	12,061	19813					
56	Sep	7,272	7,615	14,887		Sep	8,382	11,142	19,524		Sep	8,835	11,667	20502					
57	Oct	7,962	8,545	16,507		Oct	8,910	11,105	20,015		Oct	9,636	11,149	20785					
58	Nov	7,453	9,360	16,813		Nov	8,063	11,532	19,595		Nov	8,115	11,732	19847					
59	Dec	6,371	9,534	15,905		Dec	6,797	12,448	19,245		Dec	7,109	12,598	19707					
60		82,433	98,971	181,404			90,635	129,925	220,560			95,099	143,642	238,741					
61																			
62	2010	New	Ex-Overseas	Total		2011	New	Ex-Overseas	Total		2012	New	Ex-Overseas	Total					
63	Jan	5,601	6,828	12,429		Jan	6,210	7,068	13,278		Jan	7,499	6,375	13,874					
64	Feb	4,302	6,761	11,063		Feb	4,844	6,527	11,371		Feb	5,633	6,000	11,633					
65	Mar	5,392	7,800	13,192		Mar	6,079	6,983	13,062		Mar	6,499	6,429	12,928					
66	Apr	4,585	7,053	11,638		Apr	4,258	6,156	10,414		Apr	5,430	5,877	11,307					
67	May	4,616	7,381	11,997		May	4,535	7,013	11,548		May	5,942	6,793	12,735					
68	Jun	5,786	7,402	13,188		Jun	5,365	6,570	11,935		Jun	7,142	6,181	13,326					
69	Jul	4,446	7,893	12,339		Jul	4,879	6,718	11,597		Jul	6,208	6,641	12,849					
70	Aug	4,720	7,530	12,250		Aug	5,767	6,718	12,485		Aug	5,959	6,621	12,580					
71	Sep	6,298	7,430	13,728		Sep	5,684	6,366	12,050		Sep	6,637	6,222	12,859					
72	Oct	5,866	6,958	12,824		Oct	5,428	6,267	11,695		Oct	7,336	6,367	14,203					
73	Nov	5,869	7,811	13,680		Nov	5,644	6,962	12,606		Nov	6,484	7,183	13,667					
74	Dec	4,548	7,766	12,314		Dec	5,326	7,504	12,830		Dec	6,102	7,119	13,221					
75		62,029	88,613	150,642			64,019	80,852	144,871			76,871	78,311	155,182					
76																			
77																			
78	2007	New	Ex-Overseas	Total		2008	New	Ex-Overseas	Total		2009	New	Ex-Overseas	Total					
79	Jan	6,792	9,799	16,591		Jan	7,543	9,334	16,877		Jan	5,296	5,425	10,721					

OFFICIAL INFORMATION ACT 1982
 RELEASED UNDER THE

Passenger Car by years

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S
80	Feb	5,790	9,131	14,921		Feb	6,175	9,026	15,201		Feb	3,795	4,626	8,421					
81	Mar	6,794	10,408	17,202		Mar	6,364	8,568	14,932		Mar	4,881	5,134	10,015					
82	Apr	4,886	9,309	14,195		Apr	5,551	8,492	14,043		Apr	3,525	4,759	8,284					
83	May	6,344	11,021	17,365		May	5,627	8,156	13,783		May	3,979	5,211	9,190					
84	Jun	6,399	10,007	16,406		Jun	6,753	7,049	13,802		Jun	4,306	5,406	9,712					
85	Jul	6,382	11,069	17,451		Jul	5,429	7,289	12,718		Jul	4,473	6,160	10,633					
86	Aug	6,800	11,319	18,119		Aug	5,684	6,910	12,594		Aug	4,417	5,874	10,291					
87	Sep	7,077	9,311	16,388		Sep	6,672	7,157	13,829		Sep	5,593	5,919	11,512					
88	Oct	7,904	9,679	17,583		Oct	7,477	6,614	14,091		Oct	5,680	6,044	11,724					
89	Nov	6,723	9,768	16,491		Nov	4,898	5,923	10,821		Nov	4,486	6,595	11,081					
90	Dec	5,563	9,561	15,124		Dec	5,224	6,323	11,547		Dec	3,973	7,604	11,577					
91		77,454	120,382	197,836			73,397	90,841	164,238			54,404	68,757	123,161					
92																			
93																			
94	2004	New	Ex-Overseas	Total		2005	New	Ex-Overseas	Total		2006	New	Ex-Overseas	Total					
95	Jan	5,713	12,116	17,829		Jan	5,600	10,828	16,428		Jan	6,314	1,290	17604					
96	Feb	5,219	12,752	17,971		Feb	5,769	13,106	18,875		Feb	5,945	1,197	17052					
97	Mar	6,506	14,877	21,383		Mar	6,602	13,211	19,813		Mar	7,114	12,211	19325					
98	Apr	5,206	12,948	18,154		Apr	5,518	12,912	18,430		Apr	5,109	9,805	14914					
99	May	5,871	13,585	19,456		May	6,061	13,316	19,377		May	6,241	11,564	17805					
100	Jun	7,159	13,159	20,318		Jun	7,713	12,891	20,604		Jun	6,392	10,265	16657					
101	Jul	6,131	13,211	19,342		Jul	6,297	13,403	19,700		Jul	5,989	10,318	16307					
102	Aug	5,982	12,675	18,657		Aug	7,197	13,736	20,933		Aug	6,733	9,600	16333					
103	Sep	7,006	12,653	19,659		Sep	7,498	12,318	19,816		Sep	7,422	8,948	16370					
104	Oct	7,377	11,456	18,833		Oct	7,497	11,663	19,160		Oct	7,791	9,003	16794					
105	Nov	6,691	12,183	18,874		Nov	6,304	12,734	19,038		Nov	6,286	9,831	16117					
106	Dec	5,894	12,427	18,321		Dec	5,769	12,370	18,139		Dec	5,468	9,448	14916					
107		74,755	154,042	228,797			77,825	152,488	230,313			76,804	123,390	200194					
108																			
109																			
110	2001	New	Ex-Overseas	Total		2002	New	Ex-Overseas	Total		2003	New	Ex-Overseas	Total					

OFFICIAL INFORMATION ACT 1982
 RELEASED UNDER THE

Passenger Car by years

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S
111	Jan	4,312	9,116	13,428		Jan	5,015	11,234	16,249		Jan	5,711	12,014	17,725					
112	Feb	4,125	8,682	12,807		Feb	4,270	11,532	15,802		Feb	4,885	11,694	16,579					
113	Mar	4,816	10,472	15,288		Mar	5,432	12,501	17,933		Mar	5,399	13,268	18,667					
114	Apr	3,670	9,915	13,585		Apr	4,735	11,042	15,777		Apr	4,475	12,155	16,630					
115	May	4,466	11,953	16,419		May	5,025	11,616	16,641		May	5,560	14,194	19,754					
116	Jun	5,356	10,848	16,204		Jun	5,754	10,097	15,851		Jun	6,607	13,439	20,046					
117	Jul	4,958	11,611	16,569		Jul	5,569	11,955	17,524		Jul	6,233	14,709	20,942					
118	Aug	4,957	12,008	16,965		Aug	5,330	11,211	16,541		Aug	5,381	13,237	18,618					
119	Sep	4,872	10,240	15,112		Sep	6,014	10,838	16,852		Sep	6,915	13,616	20,531					
120	Oct	5,763	11,100	16,863		Oct	6,724	10,990	17,714		Oct	7,433	13,380	20,813					
121	Nov	5,575	11,624	17,199		Nov	5,404	11,327	16,731		Nov	5,789	12,263	18,052					
122	Dec	5,292	11,124	16,416		Dec	4,814	12,075	16,889		Dec	6,065	13,003	19,068					
123		58,162	128,693	186,855			64,086	136,418	200,504			70,453	156,972	227,425					
124																			
125																			
126	1998	New	Ex-Overseas	Total		1999	New	Ex-Overseas	Total		2000	New	Ex-Overseas	Total					
127	Jan	4,060	6,854	10,914		Jan	4,216	9,723	13,939		Jan	4,574	9,623	14,197					
128	Feb	3,768	5,907	9,675		Feb	4,171	9,699	13,870		Feb	4,710	10,237	14,947					
129	Mar	4,651	6,851	11,502		Mar	5,415	11,172	16,587		Mar	5,728	11,208	16,936					
130	Apr	3,564	6,138	9,702		Apr	4,381	10,216	14,597		Apr	3,879	8,957	12,836					
131	May	3,918	6,764	10,682		May	4,649	11,802	16,451		Ma	4,865	11,121	15,986					
132	Jun	4,990	7,517	12,507		Jun	4,727	11,345	16,072		Jun	4,801	10,088	14,889					
133	Jul	4,807	9,472	14,279		Jul	4,213	12,274	16,487		Jul	4,300	9,876	14,176					
134	Aug	4,586	9,562	14,148		Aug	4,709	11,487	16,196		Aug	4,984	9,898	14,882					
135	Sep	5,180	9,808	14,988		Sep	5,864	10,966	16,830		Sep	5,265	9,102	14,367					
136	Oct	5,015	9,895	14,910		Oct	5,989	9,852	15,841		Oct	5,867	8,506	14,373					
137	Nov	4,842	10,199	15,041		Nov	5,350	11,198	16,548		Nov	4,591	8,846	13,437					
138	Dec	4,773	10,970	15,743		Dec	4,511	11,384	15,895		Dec	4,054	8,662	12,716					
139		54,154	99,937	154,091			58,195	131,118	189,313			57,618	116,124	173,742					
140																			
141																			
142	1997	New	Ex-Overseas	Total		1996	New	Ex-Overseas	Total		1995	New	Ex-Overseas	Total					

RELEASSED UNDER E.O. 13526
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Passenger Car by years

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S
143	Jan	5,239	9,235	14,474		Jan	4,799	7,901	12,700		Jan	5,044	5,926	10,970					
144	Feb	4,956	8,526	13,482		Feb	5,226	8,300	13,526		Feb	5,010	5,746	10,756					
145	Mar	5,187	8,554	13,741		Mar	6,023	8,712	14,735		Mar	5,759	6,978	12,737					
146	Apr	4,499	9,758	14,257		Apr	4,812	8,524	13,336		Apr	4,096	5,496	9,592					
147	May	4,799	10,207	15,006		May	5,871	10,756	16,627		May	5,691	7,598	13,289					
148	June	4,883	7,287	12,170		June	4,841	8,656	13,497		June	5,321	6,606	11,927					
149	July	5,374	8,893	14,267		July	5,564	10,695	16,259		July	5,356	6,415	11,771					
150	Aug	4,550	7,104	11,654		Aug	5,628	9,934	15,562		Aug	6,175	7,006	13,181					
151	Sep	5,195	7,041	12,236		Sep	6,127	8,575	14,702		Sep	6,078	6,300	12,428					
152	Oct	5,378	6,668	12,046		Oct	6,075	9,854	15,929		Oct	6,294	6,998	13,292					
153	Nov	4,388	6,486	10,874		Nov	5,764	10,140	15,904		Nov	5,630	7,731	13,361					
154	Dec	4,110	7,282	11,392		Dec	3,684	9,722	13,406		Dec	5,226	8,126	13,352					
155		58,558	97,041	155,599			64,414	111,769	176,183			65,680	80,976	146,656					
156																			
157																			
158	1994	New	Ex-Overseas	Total		1993	New	Ex-Overseas	Total		1992	New	Ex-Overseas	Total					
159	Jan	4435	5190	9625		Jan	4146	3163	7309		Jan	4639	3327	7966					
160	Feb	4633	4094	8727		Feb	4439	3342	7781		Feb	4657	3166	7823					
161	Mar	5797	6731	12528		Mar	5286	3781	9067		Mar	4448	3167	7615					
162	Apr	4242	3297	7539		Apr	3626	3369	6995		Apr	3664	2931	6595					
163	May	5897	4618	10515		May	4102	3382	7484		May	4304	3269	7603					
164	June	5824	4504	10328		June	4443	3597	8040		June	4585	3139	7724					
165	July	5121	4928	10049		July	4777	3520	8297		July	4600	3733	8333					
166	Aug	5549	5722	11271		Aug	4080	3671	7751		Aug	4076	3047	7123					
167	Sep	5587	5687	11274		Sep	5058	3654	8712		Sep	4640	3252	7892					
168	Oct	5838	5120	10958		Oct	5136	3543	8679		Oct	4615	3296	7911					
169	Nov	5362	5882	11244		Nov	5197	4089	9286		Nov	5087	3259	8346					
170	Dec	3480	6315	9795		Dec	3532	4730	8262		Dec	3619	3560	7179					
171		61765	62088	123853			53822	43841	97663			52964	39146	92110					
172																			
173																			
174	1991	New	Ex-Overseas	Total		1990	New	Ex-Overseas	Total		1989	New	Ex-Overseas	Total					

RELEASSED UNDER E.O. 1982
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Passenger Car by years

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S
175	Jan	4340	2581	6921		Jan	6173	5457	11630		Jan	5748	3702	9450					
176	Feb	4653	2380	7033		Feb	5875	4834	10709		Feb	7064	3131	10195					
177	Mar	5582	4132	9714		Mar	7629	5833	13462		Mar	8365	4139	12504					
178	Apr	4319	3591	7910		Apr	6137	5443	11580		Apr	7484	4172	11656					
179	May	4862	4756	9618		May	6560	7441	14001		May	8602	5032	13634					
180	June	4485	4032	8517		June	5586	7074	12660		June	9694	4272	13966					
181	July	4484	5222	9706		July	6375	7432	13807		July	5350	4524	9874					
182	Aug	4866	4865	9731		Aug	6879	6883	13762		Aug	6407	4041	10448					
183	Sep	5114	4161	9275		Sep	6502	5734	12236		Sep	6975	3958	10933					
184	Oct	5136	3745	8881		Oct	6874	11626	18500		Oct	6242	3485	9727					
185	Nov	4460	3604	8064		Nov	6431	5357	11788		Nov	7006	4627	11633					
186	Dec	3314	4282	7596		Dec	3401	12210	15611		Dec	4925	5883	10808					
187		55615	47351	102966			74422	85324	159746			83862	50966	134828					
188																			
189																			
190	1988	New	Ex-Overseas	Total		1987	New	Ex-Overseas	Total		1986	New	Ex-Overseas	Total					
191	Jan	5683	1052	6735		Jan	5953	501	6454		Jan	6506	440	6946					
192	Feb	5410	865	6275		Feb	5582	471	6053		Feb	6025	375	6400					
193	Mar	6326	1050	7376		Mar	7251	483	7734		Mar	6945	293	7238					
194	Apr	4513	969	5482		Apr	6164	767	6931		Apr	6079	277	6356					
195	May	5428	900	6328		May	6252	989	7241		May	6126	240	6366					
196	June	5743	1215	6958		June	7088	853	7941		June	5355	179	5534					
197	July	5670	1510	7180		July	7071	1303	8374		July	7744	319	8063					
198	Aug	6305	1752	8057		Aug	7267	1661	8928		Aug	7863	252	8115					
199	Sep	7077	1299	8376		Sep	7798	1726	9524		Sep	8893	255	9148					
200	Oct	7066	1791	8857		Oct	6510	1096	7606		Oct	5293	412	5705					
201	Nov	6698	2217	8915		Nov	6375	1077	7452		Nov	5361	400	5761					
202	Dec	5299	2751	8050		Dec	4188	1202	5390		Dec	3885	504	4389					
203		71218	17371	88589			77499	12129	89628			76075	3946	80021					
204																			
205																			
206	1985	New	Ex-Overseas	Total		1984	New	Ex-Overseas	Total		1983	New	Ex-Overseas	Total					

RELEASSED UNDER E.O. 13526
OFFICIAL INFORMATION ACT 1982

Passenger Car by years

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S
207	Jan	5956	357	6313		Jan	6952	226	7178		Jan	5989	161	6150					
208	Feb	5430	238	5668		Feb	7978	228	8206		Feb	5950	171	6121					
209	Mar	6737	291	7028		Mar	8983	150	9133		Mar	9973	159	10132					
210	Apr	6354	181	6535		Apr	6191	149	6340		Apr	5544	86	5630					
211	May	8275	239	8514		May	7979	181	8160		May	5351	147	5498					
212	June	6698	140	6838		June	7175	113	7288		June	4722	186	4908					
213	July	8658	176	8834		July	11091	167	11258		July	5059	116	5175					
214	Aug	7766	208	7974		Aug	10287	164	10451		Aug	5738	136	5874					
215	Sep	7081	219	7300		Sep	8482	148	8630		Sep	6983	120	7103					
216	Oct	6989	207	7196		Oct	8298	162	8460		Oct	6234	115	6349					
217	Nov	7016	266	7282		Nov	8085	172	8257		Nov	7327	136	7463					
218	Dec	4556	396	4952		Dec	4917	159	5076		Dec	5215	233	5448					
219		81516	2918	84434			96418	2019	98437			74085	1766	75851					
220																			
221																			
222	1982	New	Ex-Overseas	Total		1981	New	Ex-Overseas	Total		1980	New	Ex-Overseas	Total					
223	Jan	7318	149	7467		Jan	6120	245	6365		Jan	5646	339	5985					
224	Feb	6992	176	7168		Feb	6520	181	6701		Feb	5473	253	5726					
225	Mar	9404	140	9544		Mar	7475	184	7659		Mar	6142	205	6347					
226	Apr	7575	122	7697		Apr	7802	163	7965		Apr	5450	190	5640					
227	May	8074	197	8271		May	7312	186	7498		May	6811	366	7177					
228	June	8434	140	8574		June	7877	100	7977		June	6195	169	6364					
229	July	7244	98	7342		July	8519	136	8655		July	7670	166	7836					
230	Aug	6379	121	6500		Aug	7419	122	7541		Aug	6501	154	6655					
231	Sep	5902	155	6057		Sep	8170	105	8275		Sep	6641	225	6866					
232	Oct	5808	128	5936		Oct	8222	129	8351		Oct	7261	166	7427					
233	Nov	5981	132	6113		Nov	7945	122	8067		Nov	6534	198	6732					
234	Dec	4556	254	4810		Dec	6085	234	6319		Dec	5347	270	5617					
235		83667	1812	85479			89466	1907	91373			75671	2701	78372					
236																			
237																			
238	1979	New	Ex-Overseas	Total		1978	New	Ex-Overseas	Total		1977	New	Ex-Overseas	Total					

RELEASSED UNDER E.O. 1982
OFFICIAL INFORMATION ACT

Passenger Car by years

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S
239	Jan	5154	433	5587		Jan	3546	339	3885		Jan	6268	333	6601					
240	Feb	4633	235	4868		Feb	4067	348	4415		Feb	4038	284	4322					
241	Mar	5839	198	6037		Mar	4977	240	5217		Mar	4903	213	5116					
242	Apr	4648	176	4824		Apr	5333	156	5489		Apr	4131	192	4323					
243	May	5729	270	5999		May	5763	300	6063		May	5024	265	5289					
244	June	6122	160	6282		June	5647	197	5844		June	5515	188	5703					
245	July	5388	156	5544		July	5847	163	6010		July	4264	154	4418					
246	Aug	6519	140	6659		Aug	6715	148	6863		Aug	5377	210	5587					
247	Sep	5686	156	5842		Sep	5929	141	6070		Sep	5948	172	6120					
248	Oct	6751	210	6961		Oct	5855	202	6057		Oct	4922	206	5128					
249	Nov	7007	203	7210		Nov	6594	154	6748		Nov	5160	209	5369					
250	Dec	4683	345	5028		Dec	4195	293	4488		Dec	3524	324	3848					
251		68159	2682	70841			64468	2681	67149			59074	2750	61824					
252																			
253																			
254	1976	New	Ex-Overseas	Total		1975	New	Ex-Overseas	Total										
255	Jan	4444	379	4823		Jan	5120	653	5773										
256	Feb	4772	292	5064		Feb	5279	435	5714										
257	Mar	6114	379	6493		Mar	5565	453	6018										
258	Apr	5264	257	5521		Apr	6101	402	6503										
259	May	5330	313	5643		May	6677	344	7021										
260	June	5437	173	5610		June	6396	293	6689										
261	July	5681	226	5907		July	6907	344	7251										
262	Aug	5320	208	5528		Aug	10554	360	10914										
263	Sep	5345	180	5525		Sep	7808	311	8119										
264	Oct	5961	224	6185		Oct	7152	384	7536										
265	Nov	7754	292	8046		Nov	6261	325	6586										
266	Dec	8829	353	9182		Dec	4930	559	5489										
267		70251	3276	73527			78750	4863	83613										

RELEASED UNDER THE ACT 1982
OFFICIAL INFORMATION ACT

Passenger Car (new) by months

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O
1	Passenger Cars by Months														
2	Year		Jan	Feb	Mar	April	May	June	July	Aug	Sept	Oct	Nov	Dec	TOTALS
3															
4	1975		5120	5279	5565	6101	6677	6396	6907	10554	7808	7152	6261	4930	78,750
5	1976		4444	4772	6114	5264	5330	5437	5681	5320	5345	5961	7754	8829	70,251
6	1977		6268	4038	4903	4131	5024	5515	4264	5377	5948	4922	5160	3524	59,074
7	1978		3546	4067	4977	5333	5763	5647	5847	6715	5929	5855	6594	4195	64,468
8	1979		5154	4633	5839	4648	5729	6122	5388	6519	5686	6751	7007	4683	68,159
9	1980		5646	5473	6142	5450	6811	6195	7670	6501	6641	7261	6534	5347	75,671
10	1981		6120	6520	7475	7802	7312	7877	8519	7419	8170	8222	7945	6085	89,466
11	1982		7318	6992	9404	7575	8074	8434	7244	6379	5902	5808	5981	4556	83,667
12	1983		5989	5950	9973	5544	5351	4722	5059	5736	6983	6234	7327	5215	74,085
13	1984		6952	7978	8983	6191	7979	7175	11091	10287	8482	8298	8085	4917	96,418
14	1985		5956	5430	6737	6354	8275	6698	8658	7766	7081	6989	7016	4556	81,516
15	1986		6506	6025	6945	6079	6126	5355	7744	7863	8893	5293	5361	3885	76,075
16	1987		5953	5582	7251	6164	6252	7088	7071	7267	7796	6510	6375	4188	77,499
17	1988		5683	5410	6326	4513	5428	5743	5670	6305	7071	7066	6698	5299	71,218
18	1989		5748	7064	8365	7484	8602	9694	5350	6407	6975	6242	7006	4925	83,862
19	1990		6173	5875	7629	6137	6560	5586	6375	6879	6502	6874	6431	3401	74,422
20	1991		4340	4653	5582	4319	4862	4485	4484	4866	5114	5136	4460	3314	55,615
21	1992		4639	4657	4448	3664	4334	4585	4600	4076	4640	4615	5087	3619	52,964
22	1993		4146	4439	5286	3626	4102	4443	4777	4080	5058	5136	5197	3532	53,822
23	1994		4435	4633	5797	4242	5897	5824	5121	5549	5587	5838	5362	3480	61,765
24	1995		5044	5010	5759	4096	5691	5321	5356	6175	6078	6294	5630	5226	65,680
25	1996		4799	5226	6023	4812	5871	4841	5564	5628	6127	6075	5764	3684	64,414
26	1997		5239	4956	5187	4499	4799	4883	5374	4550	5195	5378	4388	4110	58,558
27	1998		4060	3768	4651	3664	3918	4990	4807	4586	5180	5015	4842	4773	54,154
28	1999		4216	4171	5415	4381	4649	4727	4213	4709	5864	5989	5350	4511	58,195
29	2000		4574	4710	5728	3879	4865	4801	4300	4984	5265	5867	4591	4054	57,618
30	2001		4312	4125	4816	3670	4466	5356	4958	4957	4872	5763	5575	5292	58,162
31	2002		5015	4270	5432	4735	5025	5754	5569	5330	6014	6724	5404	4814	64,086
32	2003		5711	4885	5399	4475	5560	6607	6233	5381	6915	7433	5789	6065	70,453
33	2004		5713	5219	6506	5206	5871	7159	6131	5982	7006	7377	6691	5894	74,755
34	2005		5600	5769	6602	5518	6061	7713	6297	7197	7498	7497	6304	5769	77,825
35	2006		6314	5945	7114	5109	6241	6392	5989	6733	7422	7791	6286	5468	76,804
36	2007		6792	5790	6794	4886	6344	6399	6382	6800	7077	7904	6723	5563	77,454
37	2008		7543	6175	6364	5651	5627	6753	5429	5684	6672	7477	4898	5224	73,397
38	2009		5296	3795	4881	3525	3979	4306	4473	4417	5593	5680	4486	3973	54,404
39	2010		5601	4302	5392	4585	4616	5786	4446	4720	6298	5866	5869	4548	62,029
40	2011		6200	4844	6079	4258	4535	5365	4879	5767	5684	5428	5644	5326	64,019
41	2012		7499	5633	6499	5430	5942	7142	6208	5959	6637	7336	6484	6102	76,871
42	2013		7385	5799	6800	5908	6347	7542	6769	6828	7272	7962	7453	6371	82,436
43	2014		8293	6572	7994	6151	6802	8517	7071	7083	8382	8910	8063	6797	90,635
44	2015		9010	7056	8075	6375	6843	9021	7272	7752	8835	9636	8115	7109	95,099
45	2016		8899	7192	8191	6789	7502	9186	7702	8896	9704	10795	9722	8069	102,647
46	2017		1150	8052	9230	6996	8387	10181	7605	8607	9855	11114	10289	8150	108,616
47	2018		10797	7415	9050	6848	9276	9725	8041	8639	9432	11767	9543	7680	108,213
48	2019		9942	7580	8425	6778	7624	8748	7925	8506	10322	10632	9640	8159	104,281
49	2020		9099	7911	5416	707	5401	7411	8200	7076	7735	8296	8036	5572	80,860
50	2021		9713	8712	10113	8823	10012	10306	9984	4585	11874	9246	11214	7561	112,143
51	2022		8953	7680	11203										27,836

Passenger Car(used) by months

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
1	Used Passenger Car Registrations by Months															
2	Year		Jan	Feb	Mar	April	May	June	July	Aug	Sept	Oct	Nov	Dec	TOTALS	% change
3																
4	1975		653	435	453	402	344	293	344	360	311	384	325	559	4,863	
5	1976		379	292	379	257	313	173	226	208	180	224	292	353	3,276	
6	1977		333	284	213	192	265	188	154	210	172	206	209	324	2,750	
7	1978		339	348	240	156	300	197	163	148	141	202	154	293	2,681	
8	1979		433	235	198	176	270	160	156	140	156	210	203	345	2,682	
9	1980		339	253	205	190	366	169	166	154	225	166	198	270	2,701	
10	1981		245	181	184	163	186	100	136	122	105	129	122	234	1,907	
11	1982		149	176	140	122	197	140	98	121	155	128	132	254	1,812	
12	1983		161	171	159	86	147	186	116	136	120	115	136	233	1,766	
13	1984		226	228	150	149	181	113	167	164	148	162	172	159	2,019	
14	1985		357	238	291	181	239	140	176	208	219	207	266	396	2,918	
15	1986		440	375	293	277	240	179	319	252	255	412	400	504	3,946	
16	1987		501	471	483	767	989	853	1303	1664	1720	1096	1077	1202	12,129	
17	1988		1052	865	1050	969	900	1215	1510	1752	1299	1791	2217	2751	17,371	
18	1989		3702	3131	4139	4172	5032	4272	4524	4041	3958	3485	4627	5883	50,966	
19	1990		5457	4834	5833	5443	7441	7074	7432	6883	5734	11626	5357	12210	85,324	
20	1991		2581	2380	4132	3591	4756	4032	5222	4865	4161	3745	3604	4282	47,351	
21	1992		3327	3166	3167	2931	3269	3139	3733	3047	3252	3296	3259	3560	39,146	-17.3
22	1993		3163	3342	3781	3369	3382	3597	3520	3671	3654	3543	4089	4730	43,841	12.0
23	1994		5190	4094	6731	3297	4618	4504	4928	5722	5687	5120	5882	6315	62,088	41.6
24	1995		5926	5746	6978	5496	7598	6606	6415	7006	6350	6998	7731	8126	80,976	30.4
25	1996		7901	8300	8712	8524	10756	8656	10695	9934	8575	9854	10140	9722	111,769	38.0
26	1997		9235	8526	8554	9758	10207	7287	8893	7104	7041	6668	6486	7282	97,041	-13.2
27	1998		6854	5907	6851	6138	6764	7517	9472	9562	9808	9895	10199	10970	99,937	3.0
28	1999		9723	9699	11172	10216	11802	11345	12274	11487	10966	9852	11198	11384	131,118	31.2
29	2000		9623	10237	11208	8957	11121	10088	9876	9898	9102	8506	8846	8662	116,124	-11.4
30	2001		9116	8682	10472	9915	11953	10848	11611	12008	10240	11100	11624	11124	128,693	10.8
31	2002		11234	11532	12501	11042	11616	10097	11955	11211	10838	10990	11327	12075	136,418	6.0
32	2003		12014	11694	13268	12155	14194	13439	14709	13237	13616	13380	12263	13003	156,972	15.1
33	2004		12116	12752	14877	12948	13585	13159	13211	12675	12653	11456	12183	12427	154,042	-1.9
34	2005		10828	13106	13211	12942	13316	12891	13403	13736	12318	11663	12734	12370	152,488	-1.0
35	2006		11290	11107	12211	9305	11564	10265	10318	9600	8948	9003	9831	9448	123,390	-19.1
36	2007		9799	9131	10408	9309	11021	10007	11069	11319	9311	9679	9768	9561	120,382	-2.4
37	2008		9334	9026	8568	8492	8156	7049	7289	6910	7157	6614	5923	6323	90,841	-24.5
38	2009		5425	4626	5134	4759	5211	5406	6160	5874	5919	6044	6595	7604	68,757	-24.3
39	2010		6828	6761	7800	7033	7381	7402	7893	7530	7430	6958	7811	7766	88,613	28.9
40	2011		7068	6527	6983	6756	7013	6570	6718	6718	6366	6267	6962	7504	80,852	-8.8
41	2012		6375	6000	6429	5877	6793	6184	6641	6621	6222	6867	7183	7119	78,311	-3.1
42	2013		7397	6922	7581	7418	8460	7862	9629	8648	7615	8545	9360	9534	98,971	26.4
43	2014		9470	9155	10247	9501	11223	10760	12052	11290	11142	11105	11532	12448	129,925	31.3
44	2015		11791	10572	12313	11038	12415	12415	13891	12061	11667	11149	11732	12598	143,642	10.6
45	2016		11675	11736	12153	12140	12567	11991	13055	12993	12564	12709	12762	13181	149,526	4.1
46	2017		12933	12260	14474	12507	14439	13339	14430	14483	13645	14118	14924	14102	165,654	10.8
47	2018		13719	12043	11841	10893	13420	12651	13847	13368	11533	12100	11156	11061	147,637	-10.88
48	2019		11598	11129	11852	10883	12212	11177	12791	12353	11630	11663	11674	11628	140,590	-4.77
49	2020		11693	10747	8565	622	9565	11962	11975	9054	10339	9763	9521	9334	113,140	-19.52
50	2021		9398	9091	11000	10136	11253	11254	13125	7100	7444	10634	11327	10098	121,860	7.71
51	2022		10114	10734	24349										45,197	-62.91

Commercials by years

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S
1	Commercial Vehicles by year by Month																		
2	2022	New	Ex-Oversea	Total														Total YTD 2021	13,341
3	Jan	4561	588	5,149														Total YTD 2022	19,273
4	Feb	4871	874	5,745														Difference	5,932
5	Mar	9841	2125	11,966														Percentage Increase/Decrease	44.5%
6	Apr			-															
7	May			-														Mar-21	5,385
8	Jun			-														Mar-22	9,841
9	Jul			-														Difference	4,456
10	Aug			-														Percentage Increase/Decrease	82.7%
11	Sep			-															
12	Oct			-															
13	Nov			-															
14	Dec			-															
15		19,273	3587	22860															
16																			
17	2019	New	Ex-Oversea	Total	2020	New	Ex-Oversea	Total	2021	New	Ex-Oversea	Total							
18	Jan	3996	937	4,933	Jan	3979	847	4,826	Jan	4180	452	4,632							
19	Feb	4119	1000	5,119	Feb	3527	846	4,373	Feb	3776	507	4,283							
20	Mar	4846	1009	5,855	Mar	2901	691	3,592	Mar	5385	645	6,030							
21	Apr	3862	848	4,710	Apr	332	87	419	Apr	4310	567	4,877							
22	May	4635	940	5,575	May	2912	833	3,745	May	4540	609	5,149							
23	Jun	5204	858	6,062	Jun	4103	960	5,063	Jun	4829	594	5,423							
24	Jul	3972	964	4,936	Jul	4063	990	5,053	Jul	5069	624	5,693							
25	Aug	4101	936	5,037	Aug	3534	761	4,295	Aug	2161	360	2,521							
26	Sep	4203	902	5,105	Sep	3167	936	4,103	Sep	4644	470	5,114							
27	Oct	4333	1001	5,334	Oct	3580	784	4,364	Oct	4773	713	5,486							
28	Nov	4210	999	5,209	Nov	3853	690	4,543	Nov	5113	748	5,861							
29	Dec	3001	887	3,888	Dec	2811	607	3,418	Dec	4536	700	5,236							
30		50,482	11281	61763		38,762	9032	47794		53,316	6989	60305							
31																			
32	2016	New	Ex-Oversea	Total	2017	New	Ex-Oversea	Total	2018	New	Ex-Oversea	Total							
33	Jan	2,994	695	3,689	Jan	3673	928	4,601	Jan	4037	1024	5,061							
34	Feb	3,121	745	3,866	Feb	3733	998	4,731	Feb	4116	948	5,064							
35	Mar	3,919	891	4,810	Mar	4639	1249	5,888	Mar	4978	975	5,953							
36	Apr	3,150	826	3,976	Apr	3639	908	4,547	Apr	3575	828	4,403							
37	May	3,678	884	4,562	May	4745	1150	5,895	May	4893	1106	5,999							
38	Jun	4,513	864	5,377	Jun	5804	1129	6,933	Jun	5447	999	6,446							
39	Jul	3,868	932	4,800	Jul	4026	1089	5,115	Jul	4283	1082	5,365							
40	Aug	3,781	1,002	4,783	Aug	4456	1148	5,604	Aug	4561	1224	5,785							
41	Sep	4,180	964	5,144	Sep	4652	1094	5,746	Sep	4478	1011	5,489							
42	Oct	3,914	974	4,888	Oct	4416	1130	5,546	Oct	4903	1066	5,969							

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Commercials by years

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S
43	Nov	4,018	1,144	5,162		Nov	4305	1165	5,470		Nov	4816	105	4,921					
44	Dec	3,156	1,046	4,202		Dec	3420	1044	4,464		Dec	3470	849	4,319					
45		44,292	10967	55259			51,508	13032	64540			53,557	11217	64774					
46																			
47	2013	New	Ex-Oversea	Total		2014	New	Ex-Oversea	Total		2015	New	Ex-Oversea	Total					
48	Jan	1,908	429	2,337		Jan	2,235	627	2,862		Jan	2657	644	3301					
49	Feb	2,148	360	2,508		Feb	2,567	592	3,159		Feb	2821	681	3502					
50	Mar	2,705	465	3,170		Mar	3,244	617	3,861		Mar	3680	785	4465					
51	Apr	2,235	433	2,668		Apr	2,578	538	3,116		Apr	2915	737	3652					
52	May	2,577	561	3,138		May	3,262	709	3,971		May	3191	742	3933					
53	Jun	3,181	462	3,643		Jun	4,002	584	4,586		Jun	4009	690	4699					
54	Jul	2,632	527	3,159		Jul	3,242	676	3,918		Jul	3094	806	3900					
55	Aug	2,602	546	3,148		Aug	3,106	667	3,773		Aug	3440	735	4175					
56	Sep	2,799	500	3,299		Sep	3,458	792	4,250		Sep	3639	759	4398					
57	Oct	2,734	628	3,362		Oct	3,113	701	3,814		Oct	3048	736	3784					
58	Nov	2,935	621	3,556		Nov	3,113	719	3,832		Nov	3505	792	4297					
59	Dec	2,405	562	2,967		Dec	2,797	721	3,518		Dec	3136	731	3867					
60		30,861	6094	36955			36717	7943	44660			39135	8838	47973					
61																			
62	2010	New	Ex-Oversea	Total		2011	New	Ex-Oversea	Total		2012	New	Ex-Oversea	Total					
63	Jan	1102	267	1369		Jan	1313	218	1531		Jan	1182	245	1427					
64	Feb	1357	216	1573		Feb	1560	221	1781		Feb	1552	287	1839					
65	Mar	1595	242	1837		Mar	2181	262	2443		Mar	2029	316	2345					
66	Apr	1103	212	1315		Apr	1352	230	1582		Apr	1618	230	1848					
67	May	1801	224	2025		May	2028	217	2245		May	2364	280	2644					
68	Jun	2218	207	2425		Jun	2287	223	2510		Jun	2,959	277	3236					
69	Jul	1551	212	1763		Jul	1826	230	2056		Jul	2153	276	2429					
70	Aug	1717	200	1917		Aug	1698	325	2023		Aug	2216	339	2555					
71	Sep	1646	215	1861		Sep	1944	303	2247		Sep	2053	285	2338					
72	Oct	1431	204	1635		Oct	1598	231	1829		Oct	2052	319	2371					
73	Nov	1507	278	1785		Nov	1684	304	1988		Nov	2097	334	2431					
74	Dec	1396	320	1716		Dec	1150	412	1562		Dec	1649	328	1977					
75		18424	2797	21221			20621	3176	23797			23,924	3516	27440					
76																			
77	2007	New	Ex-Oversea	Total		2008	New	Ex-Oversea	Total		2009	New	Ex-Oversea	Total					
78	Jan	1700	905	2605		Jan	1856	882	2738		Jan	1212	228	1440					
79	Feb	1692	991	2683		Feb	2004	982	2986		Feb	1263	224	1487					
80	Mar	2444	1075	3519		Mar	2492	860	3352		Mar	1564	234	1798					
81	Apr	1731	825	2556		Apr	2022	786	2808		Apr	1204	226	1430					
82	May	2051	1018	3069		May	2002	862	2864		May	1314	192	1506					
83	Jun	2552	917	3469		Jun	2877	2082	4959		Jun	1812	224	2036					
84	Jul	2497	1159	3656		Jul	2059	440	2499		Jul	1267	237	1504					
85	Aug	2176	1218	3394		Aug	1680	394	2074		Aug	1076	235	1311					
86	Sep	2085	1072	3157		Sep	1842	409	2251		Sep	1453	289	1742					
87	Oct	2151	1103	3254		Oct	1863	456	2319		Oct	1218	313	1531					
88	Nov	2234	1153	3387		Nov	1639	356	1995		Nov	1249	317	1566					
89	Dec	1701	1137	2838		Dec	1597	351	1948		Dec	1012	435	1447					
90		25014	12573	37587			23933	8860	32793			15644	3154	18798					

Commercials by years

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S
91																			
92	2004	New	Ex-Oversea	Total		2005	New	Ex-Oversea	Total		2006	New	Ex-Oversea	Total					
93	Jan	1522	1130	2652		Jan	1695	870	2565		Jan	1483	904	2387					
94	Feb	1702	1327	3029		Feb	1830	1324	3154		Feb	1829	992	2821					
95	Mar	2314	1459	3773		Mar	2507	1283	3790		Mar	2629	1242	3871					
96	Apr	1841	1267	3108		Apr	1906	1208	3114		Apr	1504	883	2387					
97	May	1867	1323	3190		May	2358	1207	3565		May	2180	1230	3410					
98	Jun	2579	1269	3848		Jun	2668	1137	3805		Jun	2599	975	3574					
99	Jul	2363	1344	3707		Jul	2390	1166	3556		Jul	2051	919	2970					
100	Aug	1903	1338	3241		Aug	2424	1260	3684		Aug	1909	1065	2974					
101	Sep	2219	1292	3511		Sep	2286	1145	3431		Sep	1924	972	2896					
102	Oct	1809	1152	2961		Oct	1915	1128	3043		Oct	1607	1016	2623					
103	Nov	2057	1260	3317		Nov	2077	1129	3206		Nov	1866	1094	2960					
104	Dec	1861	1089	2950		Dec	1567	1121	2688		Dec	1601	933	2534					
105		24037	15250	39287			25623	13978	39601			23182	12225	35407					
106																			
107	2001	New	Ex-Oversea	Total		2002	New	Ex-Oversea	Total		2003	New	Ex-Oversea	Total					
108	Jan	933	444	1377		Jan	1125	682	1807		Jan	1448	886	2334					
109	Feb	1118	503	1621		Feb	1388	679	2067		Feb	1531	904	2435					
110	Mar	1418	548	1966		Mar	1718	837	2555		Mar	1984	942	2926					
111	Apr	1090	484	1574		Apr	1500	755	2255		Apr	1485	817	2302					
112	May	1390	623	2013		May	1796	953	2749		May	1756	1050	2806					
113	Jun	1667	562	2229		Jun	2117	820	2937		Jun	2337	977	3314					
114	Jul	1466	573	2039		Jul	1673	948	2621		Jul	1934	1159	3093					
115	Aug	1518	700	2218		Aug	1783	990	2773		Aug	1698	1120	2818					
116	Sep	1366	604	1970		Sep	1803	974	2777		Sep	2037	1225	3262					
117	Oct	1373	644	2017		Oct	1655	975	2630		Oct	1923	1308	3231					
118	Nov	1584	624	2208		Nov	1681	973	2654		Nov	1769	1236	3005					
119	Dec	1644	587	2231		Dec	1418	940	2358		Dec	1609	1175	2784					
120		16567	6896	23463			19657	10526	30183			21511	12799	34310					
121																			
122	Commercial Vehicles by years																		
123	1998	New	Ex-Oversea	Total		1999	New	Ex-Oversea	Total		2000	New	Ex-Oversea	Total					
124	Jan	898	701	1599		Jan	737	562	1299		Jan	1029	497	1526					
125	Feb	916	729	1645		Feb	987	656	1643		Feb	1331	662	1993					
126	Mar	1122	772	1894		Mar	1488	748	2236		Mar	1663	746	2409					
127	Apr	878	673	1551		Apr	1083	677	1760		Apr	985	467	1452					
128	May	892	675	1567		May	1049	674	1723		May	1461	664	2125					
129	Jun	1297	687	1984		Jun	1095	653	1848		Jun	1402	618	2020					
130	Jul	891	822	1713		Jul	1302	780	2082		Jul	1135	565	1700					
131	Aug	905	695	1600		Aug	1274	789	2063		Aug	1391	676	2067					
132	Sep	885	730	1615		Sep	1426	724	2150		Sep	1427	585	2012					
133	Oct	985	756	1741		Oct	1280	634	1914		Oct	1323	479	1802					
134	Nov	1072	733	1805		Nov	1230	697	1927		Nov	1529	536	2065					
135	Dec	1087	736	1823		Dec	995	688	1683		Dec	1669	451	2120					
136		11828	8709	20537			14046	8282	22328			16345	6946	23291					
137																			
138																			

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Commercials by years

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S
139	1997	New	Ex-Oversea	Total		1996	New	Ex-Oversea	Total		1995	New	Ex-Oversea	Total					
140	Jan	886	1031	1917		Jan	1127	1006	2133		Jan	1083	1138	2221					
141	Feb	1080	1065	2145		Feb	1150	1225	2375		Feb	1143	1211	2354					
142	Mar	1255	1029	2284		Mar	1417	1256	2673		Mar	1501	1333	2834					
143	Apr	1143	1081	2224		Apr	1148	1169	2317		Apr	1015	962	1977					
144	May	1145	1180	2325		May	1432	1565	2997		May	1354	1380	2734					
145	Jun	1140	913	2053		Jun	1229	1232	2461		Jun	1347	1230	2577					
146	Jul	1110	991	2101		Jul	1343	1415	2758		Jul	1235	1240	2475					
147	Aug	1031	871	1902		Aug	1310	1396	2706		Aug	1417	1310	2727					
148	Sep	1114	925	2039		Sep	1348	1182	2530		Sep	1321	1283	2604					
149	Oct	1086	837	1923		Oct	1190	1281	2471		Oct	1306	1228	2534					
150	Nov	1032	795	1827		Nov	1199	1281	2480		Nov	1235	1240	2475					
151	Dec	912	868	1780		Dec	839	1105	1944		Dec	930	1156	2086					
152		12934	11586	24520			14732	15113	29845			14887	14711	29598					
153																			
154																			
155	1994	New	Ex-Oversea	Total		1993	New	Ex-Oversea	Total		1992	New	Ex-Oversea	Total					
156	Jan	1023	1132	2155		Jan	852	910	1762		Jan	884	467	1351					
157	Feb	1140	1083	2223		Feb	986	1002	1988		Feb	1006	509	1515					
158	Mar	1580	1836	3416		Mar	1437	1245	2682		Mar	1255	620	1875					
159	Apr	1057	830	1887		Apr	1043	1129	2172		Apr	1064	674	1738					
160	May	1422	1174	2596		May	1120	1196	2316		May	1150	818	1968					
161	Jun	1452	1134	2586		Jun	1360	1151	2511		Jun	1355	850	2205					
162	Jul	1431	1199	2630		Jul	1268	1217	2485		Jul	1240	1213	2453					
163	Aug	1460	1242	2702		Aug	1256	1226	2482		Aug	1136	998	2134					
164	Sep	1434	1284	2718		Sep	1229	1185	2414		Sep	1212	956	2168					
165	Oct	1289	1194	2483		Oct	1116	1063	2179		Oct	1198	966	2164					
166	Nov	1417	1328	2745		Nov	1227	1175	2402		Nov	1152	1032	2184					
167	Dec	978	1415	2393		Dec	834	1175	2009		Dec	918	1099	2017					
168		15683	14851	30534			13728	13674	27402			13570	10202	23772					
169																			
170																			
171	1991	New	Ex-Oversea	Total		1990	New	Ex-Oversea	Total		1989	New	Ex-Oversea	Total					
172	Jan	930	616	1546		Jan	1088	810	1898		Jan	840	326	1166					
173	Feb	970	561	1531		Feb	1338	645	1983		Feb	1176	277	1453					
174	Mar	1387	709	2096		Mar	1939	837	2776		Mar	1752	420	2172					
175	Apr	1140	709	1849		Apr	1346	738	2084		Apr	1155	459	1614					
176	May	1236	986	2222		May	1793	909	2702		May	1519	596	2115					
177	Jun	1354	844	2198		Jun	1725	922	2647		Jun	1740	519	2259					
178	Jul	1262	1027	2289		Jul	1648	922	2570		Jul	1313	579	1892					
179	Aug	1080	985	2065		Aug	821	880	2701		Aug	1894	532	2426					
180	Sep	1187	976	2163		Sep	1727	671	2398		Sep	1654	507	2161					
181	Oct	979	934	1913		Oct	1970	1255	3225		Oct	1474	505	1979					
182	Nov	1071	1003	2074		Nov	1610	772	2382		Nov	1442	660	2102					
183	Dec	903	2136	3039		Dec	960	1119	2079		Dec	1071	865	1936					
184		13499	11486	24985			18965	10480	29445			17030	6245	23275					
185																			
186																			
187	1988	New	Ex-Oversea	Total		1987	New	Ex-Oversea	Total		1986	New	Ex-Oversea	Total					

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Commercials by years

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S
188	Jan	901	87	988		Jan	1029	50	1079		Jan	1369	20	1389					
189	Feb	1030	85	1115		Feb	1078	34	1112		Feb	1444	36	1480					
190	Mar	1582	116	1698		Mar	1694	37	1731		Mar	2213	23	2236					
191	Apr	909	125	1034		Apr	1085	50	1135		Apr	1542	45	1587					
192	May	1069	86	1155		May	1177	51	1228		May	1480	18	1498					
193	Jun	1257	122	1379		Jun	1499	61	1560		Jun	1274	15	1289					
194	Jul	1192	151	1343		Jul	1395	78	1473		Jul	1953	41	1994					
195	Aug	1511	214	1725		Aug	1442	117	1559		Aug	1685	28	1713					
196	Sep	1416	160	1576		Sep	1453	173	1626		Sep	1809	41	1850					
197	Oct	1262	195	1457		Oct	1258	75	1333		Oct	1345	37	1382					
198	Nov	1385	262	1647		Nov	1159	82	1241		Nov	1177	65	1242					
199	Dec	1161	374	1535		Dec	945	97	1042		Dec	877	46	923					
200		14675	1977	16652			15214	905	16119			18168	415	18583					
201																			
202																			
203	1985	New	Ex-Oversea	Total		1984	New	Ex-Oversea	Total		1983	New	Ex-Oversea	Total					
204	Jan	1404	20	1424		Jan	1794	35	1829		Jan	1592	32	1624					
205	Feb	1744	14	1758		Feb	2057	26	2083		Feb	1937	13	1950					
206	Mar	3446	26	3472		Mar	3328	16	3344		Mar	3613	56	3669					
207	Apr	1478	22	1500		Apr	1570	13	1583		Apr	1912	22	1934					
208	May	1857	8	1865		May	1961	12	1973		May	2167	19	2186					
209	Jun	1599	15	1614		Jun	2108	15	2123		Jun	1954	22	1976					
210	Jul	2580	13	2593		Jul	2892	16	2908		Jul	2118	17	2135					
211	Aug	2201	20	2221		Aug	2870	21	2891		Aug	2042	21	2063					
212	Sep	1994	12	2006		Sep	2369	11	2380		Sep	1971	18	1989					
213	Oct	1792	23	1815		Oct	2426	22	2448		Oct	1940	15	1955					
214	Nov	1636	24	1660		Nov	2199	9	2208		Nov	2120	13	2133					
215	Dec	1331	25	1356		Dec	1255	10	1265		Dec	1395	15	1410					
216		23062	222	23284			26829	206	27035			24761	263	25024					
217																			
218																			
219	1982	New	Ex-Oversea	Total		1981	New	Ex-Oversea	Total										
220	Jan	1972	16	1988		Jan	1498	31	1529										
221	Feb	2216	20	2236		Feb	1815	22	1837										
222	Mar	3875	29	3904		Mar	2405	30	2435										
223	Apr	2754	14	2768		Apr	1680	16	1696										
224	May	2898	20	2918		May	1964	19	1983										
225	Jun	3383	17	3400		Jun	2239	13	2252										
226	Jul	2821	16	2837		Jul	2523	13	2536										
227	Aug	2485	10	2495		Aug	2323	13	2336										
228	Sep	2151	21	2172		Sep	2403	12	2415										
229	Oct	1934	12	1946		Oct	2383	14	2397										
230	Nov	2348	21	2369		Nov	2320	25	2345										
231	Dec	1655	24	1679		Dec	1823	13	1836										
232		30492	220	30712			25376	221	25597										

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Commercials(new) by month

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O
2	Year		Jan	Feb	Mar	April	May	June	July	Aug	Sept	Oct	Nov	Dec	TOTALS
3															
4	1981		1498	1815	2405	1680	1964	2239	2523	2323	2403	2383	2320	1823	25,376
5	1982		1972	2216	3875	2754	2898	3383	2821	2485	2151	1934	2348	1655	30,492
6	1983		1592	1937	3613	1912	2167	1954	2118	2042	1971	1940	2120	1395	24,761
7	1984		1794	2057	3328	1570	1961	2108	2892	2870	2369	2426	2199	1255	26,829
8	1985		1404	1744	3446	1478	1857	1599	2580	2201	1994	1792	1636	1331	23,062
9	1986		1369	1444	2213	1542	1480	1274	1953	1685	1809	1345	1177	877	18,168
10	1987		1029	1078	1694	1085	1177	1499	1395	1442	1453	1258	1159	945	15,214
11	1988		901	1030	1582	909	1069	1257	1192	1511	1416	1262	1385	1161	14,675
12	1989		840	1176	1752	1155	1519	1740	1313	1894	1654	1474	1442	1071	17,030
13	1990		1088	1338	1939	1346	1793	1725	1648	1821	1727	1970	1610	960	18,965
14	1991		930	970	1387	1140	1236	1354	1262	1080	1187	979	1071	903	13,499
15	1992		884	1006	1255	1064	1150	1355	1240	1136	1212	1198	1152	918	13,570
16	1993		852	986	1437	1043	1120	1360	1268	1256	1229	1116	1227	834	13,728
17	1994		1023	1140	1580	1057	1422	1452	1431	1460	1434	1289	1417	978	15,683
18	1995		1083	1143	1501	1015	1354	1347	1235	1417	1321	1306	1235	930	14,887
19	1996		1127	1150	1417	1148	1432	1229	1343	1310	1348	1190	1199	839	14,732
20	1997		886	1080	1255	1143	1145	1140	1110	1031	1114	1086	1032	912	12,934
21	1998		898	916	1122	878	892	1297	891	905	885	985	1072	1087	11,828
22	1999		737	987	1488	1083	1049	1195	1302	1274	1426	1280	1230	995	14,046
23	2000		1029	1331	1663	985	1461	1402	1135	1391	1427	1323	1529	1669	16,345
24	2001		933	1118	1418	1090	1390	1667	1466	1518	1366	1373	1584	1644	16,567
25	2002		1125	1388	1718	1500	1796	2117	1673	1783	1803	1655	1681	1418	19,657
26	2003		1448	1531	1984	1405	1756	2337	1934	1698	2037	1923	1769	1609	21,511
27	2004		1522	1702	2314	1841	1867	2579	2363	1903	2219	1809	2057	1861	24,037
28	2005		1695	1830	2507	1906	2358	2668	2390	2424	2286	1915	2077	1567	25,623
29	2006		1483	1829	2629	1504	2180	2599	2051	1909	1924	1607	1866	1601	23,182
30	2007		1700	1692	2444	1731	2051	2552	2497	2176	2085	2151	2234	1701	25,014
31	2008		1856	2004	2492	2022	2002	2877	2059	1680	1842	1863	1639	1597	23,933
32	2009		1212	1263	1564	1204	1314	1812	1267	1076	1453	1218	1249	1012	15,644
33	2010		1102	1357	1595	1103	1801	2218	1551	1717	1646	1431	1507	1396	18,424
34	2011		1313	1560	2181	1352	2028	2287	1826	1698	1944	1598	1684	1150	20,621
35	2012		1182	1552	2029	1618	2364	2959	2153	2216	2053	2052	2097	1649	23,924
36	2013		1908	2148	2705	2235	2577	3181	2632	2602	2799	2734	2935	2405	30,861
37	2014		2235	2567	3244	2578	3262	4002	3242	3106	3458	3113	3113	2797	36,717
38	2015		2657	2821	3680	2915	3191	4009	3094	3440	3639	3048	3505	3136	39,135
39	2016		2994	3121	3919	3150	3678	4513	3868	3781	4180	3914	4018	3156	44,292
40	2017		3673	3733	4639	3639	4745	5804	4026	4456	4652	4416	4305	3420	51,508
41	2018		4037	4116	4978	3575	4893	5447	4283	4561	4478	4903	4816	3470	53,557

Commercials(used) by month

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O
1	Year		Jan	Feb	Mar	April	May	June	July	Aug	Sept	Oct	Nov	Dec	TOTALS
2															
3	1979														0
4	1980														0
5	1981		31	22	30	16	19	13	13	13	12	14	25	13	221
6	1982		16	20	29	14	20	17	16	10	21	12	21	24	220
7	1983		32	13	56	22	19	22	17	21	18	15	13	15	263
8	1984		35	26	16	13	12	15	16	21	11	22	9	10	206
9	1985		20	14	26	22	8	15	13	20	12	23	24	25	222
10	1986		20	36	23	45	18	15	41	28	41	31	65	46	415
11	1987		50	34	37	50	51	61	78	117	173	75	82	97	905
12	1988		87	85	116	125	86	122	151	214	160	195	262	374	1977
13	1989		326	277	420	459	596	519	579	532	507	505	660	865	6245
14	1990		810	645	837	738	909	922	922	880	671	1255	772	1119	10,480
15	1991		616	561	709	709	986	844	1027	985	976	934	1003	2136	11,486
16	1992		467	509	620	674	818	850	1213	998	956	966	1032	1099	10,202
17	1993		910	1002	1245	1129	1196	1151	1217	1226	1185	1063	1175	1175	13,674
18	1994		1132	1083	1836	830	1174	1134	1199	1242	1284	1194	1328	1415	14,851
19	1995		1138	1211	1333	962	1380	1230	1240	1310	1283	1228	1240	1156	14,711
20	1996		1006	1225	1256	1169	1565	1232	1415	1396	1182	1281	1281	1105	15,113
21	1997		1031	1065	1029	1081	1180	913	991	871	925	837	795	868	11,586
22	1998		701	729	772	673	675	687	822	695	730	756	733	736	8,709
23	1999		562	656	748	677	674	653	780	789	724	634	697	688	8,282
24	2000		497	662	746	467	664	618	555	676	585	479	536	451	6,946
25	2001		444	503	548	484	623	562	573	700	604	644	624	587	6,896
26	2002		682	679	837	755	953	820	948	990	974	975	973	940	10,526
27	2003		886	904	942	817	1050	977	1159	1120	1225	1308	1236	1175	12,799
28	2004		1130	1327	1459	1267	1323	1269	1344	1338	1292	1152	1260	1089	15,250
29	2005		870	1324	1283	1208	1207	1137	1166	1260	1145	1128	1129	1121	13,978
30	2006		904	992	1242	883	1230	975	810	1065	972	1016	1094	933	12,225
31	2007		905	991	1075	825	1018	917	1159	1218	1072	1103	1153	1137	12,573
32	2008		882	982	860	786	862	2082	440	394	409	456	356	351	8,860
33	2009		228	224	234	226	192	224	237	235	289	313	317	435	3,154
34	2010		267	216	242	212	224	207	212	200	215	204	278	320	2,797
35	2011		218	221	262	230	217	223	230	325	303	231	304	412	3,176
36	2012		245	287	316	230	280	277	276	339	285	319	334	328	3,516
37	2013		429	360	465	433	561	462	527	546	500	628	621	562	6,094
38	2014		627	592	617	538	709	584	676	667	792	701	719	721	7,943
39	2015		644	681	785	737	742	690	806	735	759	736	792	731	8,838
40	2016		695	745	891	826	884	864	932	1002	964	974	1144	1046	10,967
41	2017		928	998	1249	908	1150	1129	1089	1148	1094	1130	1165	1044	13,032
42	2018		1024	948	975	828	1106	999	1082	1224	1011	1066	1055	849	12,167
43	2019		937	1000	1009	848	940	858	964	936	902	1001	999	887	11,281
44	2020		847	864	691	87	833	960	990	761	936	784	690	607	9,050
45	2021		452	507	645	567	612	594	624	360	470	713	748	700	6,992
46	2022		588	874	2125										3,587

Top 15 total new vehicle registrations (pass and commercial)											
Full year 2021				Month of March 2022				YTD March 2022			
1	Toyota	29258	18%	1	Mitsubishi	3566	17%	1	Mitsubishi	8300	18%
2	Mitsubishi	20140	12%	2	Toyota	2767	13%	2	Toyota	5893	13%
3	Ford	17286	10%	3	Ford	2362	11%	3	Ford	4978	11%
4	Kia	10183	6%	4	Mazda	1025	5%	4	Kia	2519	5%
5	Mazda	9255	6%	5	Hyundai	1015	5%	5	Hyundai	2428	5%
6	Nissan	8519	5%	6	Tesla	949	5%	6	Mazda	2162	5%
7	Hyundai	8019	5%	7	Isuzu	837	4%	7	Nissan	1761	4%
8	Suzuki	7856	5%	8	LDV	823	4%	8	Suzuki	1589	3%
9	Volkswagen	5442	3%	9	Kia	688	3%	9	MG	1489	3%
10	Honda	3986	2%	10	Nissan	618	3%	10	LDV	1353	3%
11	MG	3819	2%	11	MG	573	3%	11	Tesla	1301	3%
12	Tesla	3278	2%	12	Mercedes-Benz	470	2%	12	Isuzu	1293	3%
13	Isuzu	2950	2%	13	Suzuki	401	2%	13	Honda	1205	3%
14	Mercedes-Benz	2881	2%	14	Volkswagen	397	2%	14	Mercedes-Benz	985	2%
15	Subaru	2837	2%	15	Haval	390	2%	15	Volkswagen	972	2%
	OTHERS	29,578	17.0%		OTHERS	4,163	19.8%		OTHERS	8,831	18.8%
	Total	165287			Total	21044			Total	47059	
Top 15 new passenger car/SUV registrations											
Full Year 2021				Month of March 2022				YTD March 2022			
1	Toyota	17883	16%	1	Mitsubishi	1237	11%	1	Mitsubishi	3952	14%
2	Mitsubishi	14582	13%	2	Tesla	949	8%	2	Kia	2519	9%
3	Kia	10183	9%	3	Toyota	862	8%	3	Toyota	2243	8%
4	Suzuki	7823	7%	4	Hyundai	848	8%	4	Hyundai	2158	8%
5	Mazda	7222	6%	5	Mazda	795	7%	5	Mazda	1733	6%
6	Hyundai	6794	6%	6	Kia	688	6%	6	Suzuki	1586	6%
7	Nissan	4945	4%	7	MG	573	5%	7	MG	1489	5%
8	Volkswagen	4292	4%	8	Suzuki	401	4%	8	Tesla	1301	5%
9	Honda	3986	4%	9	Haval	390	3%	9	Honda	1205	4%
10	MG	3819	3%	10	Honda	372	3%	10	Haval	921	3%
11	Ford	3542	3%	11	Land Rover	356	3%	11	Ford	813	3%
12	Tesla	3278	3%	12	Mercedes-Benz	354	3%	12	Nissan	796	3%
13	Subaru	2837	3%	13	Nissan	337	3%	13	Mercedes-Benz	739	3%
14	Haval	2304	2%	14	Ford	312	3%	14	Subaru	689	2%
15	Mercedes-Benz	2189	2%	15	Volkswagen	256	2%	15	Volkswagen	675	2%
	OTHERS	16,329	14.6%		OTHERS	2,473	22.1%		OTHERS	4,981	17.9%
	Total	112008			Total	11203			Total	27800	

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Top 15 new commercial vehicle registrations											
Full Year 2021				Month of March 2022				YTD March 2022			
1	Ford	13,744	26%	1	Mitsubishi	2329	24%	1	Mitsubishi	4348	23%
2	Toyota	11,375	21%	2	Ford	2050	21%	2	Ford	4165	22%
3	Mitsubishi	5,558	10%	3	Toyota	1905	19%	3	Toyota	3650	19%
4	Nissan	3,574	7%	4	LDV	744	8%	4	LDV	1220	6%
5	LDV	2,520	5%	5	Isuzu	706	7%	5	Isuzu	1115	6%
6	Isuzu	2,424	5%	6	Nissan	281	3%	6	Nissan	965	5%
7	Mazda	2,033	4%	7	Great Wall	243	2%	7	Mazda	429	2%
8	Great Wall	1,448	3%	8	Mazda	230	2%	8	Great Wall	417	2%
9	Hyundai	1,225	2%	9	Hyundai	167	2%	9	Volkswagen	297	2%
10	Volkswagen	1,150	2%	10	Volkswagen	141	1%	10	Fuso	272	1%
11	Fuso	1,096	2%	11	Mercedes-Benz	116	1%	11	Hyundai	270	1%
12	Isuzu Trucks	1,000	2%	12	Isuzu Trucks	106	1%	12	Mercedes-Benz	246	1%
13	Fiat	852	2%	13	Fuso	102	1%	13	Hino	229	1%
14	Hino	786	1%	14	Hino	83	1%	14	Isuzu Trucks	224	1%
15	Mercedes-Benz	692	1%	15	RAM	81	1%	15	Fiat	185	1%
	OTHERS	3,802	8.7%		OTHERS	557	5.66%		OTHERS	1,227	6.4%
	Total	53279			Total	9841			Total	19259	
Note - The MIA registrations are counted only once. During the year some vehicles are deregistered, and accordingly the YTD figures in these tables will be less than the YTD figures provided by the NZTA.											

Top fifteen new car/SUV models											
Full year 2021				Month of March 2022				YTD March 2022			
1	1	6506	6%	1	1	949	8%	1	1	2353	8%
2	2	6212	6%	2	2	625	6%	2	2	1301	5%
3	3	5036	4%	3	3	496	4%	3	3	918	3%
4	4	4766	4%	4	4	378	3%	4	4	858	3%
5	5	3271	3%	5	5	359	3%	5	5	819	3%
6	6	3128	3%	6	6	301	3%	6	6	775	3%
7	7	2832	3%	7	7	285	3%	7	7	673	2%
8	8	2590	2%	8	8	266	2%	8	8	654	2%
9	9	2522	2%	9	9	263	2%	9	9	616	2%
10	10	2491	2%	10	10	262	2%	10	10	608	2%
11	11	2354	2%	11	11	232	2%	11	11	560	2%
12	12	2181	2%	12	12	231	2%	12	12	559	2%
13	13	2096	2%	13	13	206	2%	13	13	544	2%
14	14	2011	2%	14	14	191	2%	14	14	485	2%
15	15	1983	2%	15	15	176	2%	15	15	471	2%
Top fifteen new commercial models											
Full year 2021				Month of March 2022				YTD March 2022			
1	1	12580	24%	1	1	2266	23%	1	1	4238	22%
2	2	8430	16%	2	2	1933	20%	2	2	3995	21%
3	3	4963	9%	3	3	1580	16%	3	3	2971	15%
4	4	3574	7%	4	4	706	7%	4	4	1115	6%
5	5	2424	5%	5	5	280	3%	5	5	964	5%
6	6	2420	5%	6	6	270	3%	6	6	585	3%
7	7	2033	4%	7	7	258	3%	7	7	429	2%
8	8	1276	2%	8	8	243	2%	8	8	417	2%
9	9	1159	2%	9	9	230	2%	9	9	343	2%
10	10	1008	2%	10	10	201	2%	10	10	338	2%
11	11	851	2%	11	11	157	2%	11	11	287	1%
12	12	793	1%	12	12	130	1%	12	12	249	1%
13	13	780	1%	13	13	115	1%	13	13	210	1%
14	14	589	1%	14	14	113	1%	14	14	185	1%
15	15	548	1%	15	15	104	1%	15	15	184	1%

Top 15 Rental Vehicles for the Month of March 2022				Top 15 Rental Vehicles YTD 2022			
1	TOYOTA RAV4	228	25%	1	KIA STONIC	318	18%
2	KIA STONIC	131	15%	2	MITSUBISHI OUTLANDER	233	13%
3	MITSUBISHI OUTLANDER	101	11%	3	TOYOTA RAV4	228	13%
4	MITSUBISHI ECLIPSE CROS	50	6%	4	MITSUBISHI TRITON	103	6%
5	HYUNDAI TUCSON	40	4%	5	SUZUKI SWIFT	77	4%
6	TESLA MODEL 3	31	3%	6	MERCEDES-BENZ SPRINTER	63	4%
7	RENAULT KOLEOS	30	3%	7	TOYOTA HILUX	62	4%
8	TOYOTA HILUX	30	3%	8	MITSUBISHI ASX	56	3%
9	ISUZU MU-X	30	3%	9	MITSUBISHI ECLIPSE CROSS	50	3%
10	HYUNDAI STARIA LOAD	30	3%	10	HYUNDAI TUCSON	40	2%
11	MERCEDES-BENZ GLE	18	2%	11	KIA CARNIVAL	34	2%
12	VOLKSWAGEN T6	17	2%	12	TESLA MODEL 3	31	2%
13	MERCEDES-BENZ SPRINTER	16	2%	13	KIA SPORTAGE	30	2%
14	SUZUKI VITARA	13	1%	14	RENAULT KOLEOS	30	2%
15	MITSUBISHI TRITON	11	1%	15	ISUZU MU-X	30	2%

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Please note there is a difference between the year to date total numbers in these tables compared to NZTA data. This is due to the fact the numbers below exclude all deregistrations from the earlier months
 In these cases the vehicles in question are recorded in the month they are re registered. They are not doubled counted as is the case with the NZTA tables.

Full Year 2021			Month of March 2022			YTD March 2022		
VFACTS - Segments	Sales	Share	VFACTS - Segments	Sales	Share	VFACTS - Segments	Sales	Share
Total	165287	165287	Total	21044	21044	Total	47059	47059
SUV Compact	37586	23%	Pick Up/Chassis Cab 4X4	5892	28%	Pick Up/Chassis Cab 4X4	11087	24%
SUV Medium	30015	18%	SUV Medium	3514	17%	SUV Medium	8455	18%
Pick Up/Chassis Cab 4X4	26348	16%	SUV Compact	2642	13%	SUV Compact	7962	17%
SUV Large	13902	8%	Pick Up/Chassis Cab 4X2	1987	9%	Pick Up/Chassis Cab 4X2	4103	9%
Pick Up/Chassis Cab 4X2	12115	7%	SUV Large	1866	9%	SUV Large	3795	8%
Light	9643	6%	Medium	1286	6%	Light	2677	6%
Small	9401	6%	Vans	1243	6%	Vans	2236	5%
Vans	7801	5%	Light	759	4%	Medium	1941	4%
Heavy Commercial	5800	4%	Heavy Commercial	490	2%	Heavy Commercial	1433	3%
Medium	5385	3%	Small	426	2%	Small	1251	3%
SUV Luxury	1580	1%	SUV Luxury	288	1%	SUV Luxury	549	1%
Others	1217	1%	Others	246	1%	Others	412	1%
Large	1097	1%	Large	112	1%	Large	332	1%
Sports	1001	1%	Sports	92	0%	Sports	273	1%
Micro	964	1%	Light Buses	90	0%	People Movers	190	0%
People Movers	943	1%	People Movers	65	0%	Micro	178	0%
Light Buses	372	0%	Micro	33	0%	Light Buses	149	0%
Upper Large	117	0%	Upper Large	13	0%	Upper Large	36	0%

Total Vehicle Sales by Model March 2022			Total Vehicle Sales by Model YTD 2022			Small Segment Profile YTD		
1 MITSUBISHI TRITON	2266	11%	1 MITSUBISHI TRITON	4238	9%	Total	22464	48%
2 FORD RANGER	1933	9%	2 FORD RANGER	3995	8%	SUV Compact	7962	17%
3 TOYOTA HILUX	1580	8%	3 TOYOTA HILUX	2971	6%	SUV Medium	8455	18%
4 TESLA MODEL 3	949	5%	4 MITSUBISHI OUTLANDER	2353	5%	Light	2677	6%
5 ISUZU D-MAX	706	3%	5 TESLA MODEL 3	1301	3%	Small	1251	3%
6 MITSUBISHI OUTLANDER	625	3%	6 ISUZU D-MAX	1115	2%	Medium	1941	4%
7 TOYOTA RAV4	496	2%	7 NISSAN NAVARA	964	2%	Micro	178	0%
8 MAZDA CX-5	378	2%	8 MG ZS	918	2%			
9 MG ZS	359	2%	9 TOYOTA RAV4	858	2%			
10 HAVAL JOLION	301	1%	10 HYUNDAI KONA	819	2%			
11 HYUNDAI TUCSON	285	1%	11 SUZUKI SWIFT	775	2%			
12 NISSAN NAVARA	280	1%	12 MAZDA CX-5	673	1%			
13 TOYOTA HIACE	276	1%	13 MITSUBISHI ECLIPSE CROSS	654	1%			
14 MITSUBISHI ECLIPSE CROSS	266	1%	14 KIA SPORTAGE	616	1%			
15 MITSUBISHI PAJERO SPORT	263	1%	15 KIA STONIC	608	1%			

4 April 2022

Rush to Beat Clean Car Discount Fees leads to highest ever monthly sales of new vehicles.

Motor Industry Association Chief Executive David Crawford says that as anticipated in the lead up to the Clean Car Discount fees that became operative on 1 April, the March 2022 figures of 21,044 vehicles are the strongest for any month of the year ever, a massive 4,374 units over the previous strongest in October 2018 (16,607 units)

Sales were dominated by the largest ever monthly registrations for light commercial vehicles, 9,841 units (including heavy commercial vehicles) as buyers rushed to avoid fees for high CO2 emitting vehicles that began on 1 April.

Registrations of 21,044 were up 35.8% (5,546 units) on March 2021. Year to date the market is up 12.5% (5,230 units) compared to the first three months of 2021.

Key points

- Overall, March 2022 registrations of 21,044 vehicles were up 35.8% (5,546 units) on the same month in 2021, and are 12.5% up (5,230 units) on 2021 year to date.
- There were 1,777 pure electric vehicles, 431 PHEV's and 496 hybrid vehicles sold for the month.
- Registration of 11,203 passenger and SUVs for March 2022 were up 10.8% (1,090 units) on March 2021, while commercial vehicle registrations of 9,841 were up 82.7% (4,456 units) compared to March 2021.
- The top three models for the month of March were the Mitsubishi Triton (2,266 units), followed by the Ford Ranger (1,933 units) with the Toyota Hilux in third place (1,580 units).

Market leaders in March / 2022

Mitsubishi took the overall market leader with 17% market share (3,566 units), followed by Toyota with 13% (2,767 units) and Ford in third spot with 11% market share (2,362 units).

Market share year to date, Mitsubishi (18%) is ahead of Toyota (13%) and Ford (11%).

BEVs, PHEVs and Hybrids

There were 1,761 light vehicle and 16 heavy vehicle full battery electric vehicles registered in March. The top selling models were the Tesla Model 3 (949 units) followed by the MG ZS (129 units) and the Polestar 2 (105 units).

The Tesla Model 3 was the top passenger vehicle for the month.

There were 431 plug-in hybrid electric vehicles registered in March. The top selling models were the Mitsubishi Eclipse Cross (144 units) followed by the Mitsubishi Outlander (121 units) and then the MG HS (69 units).

As anticipated sales of petrol hybrid vehicles were soft in March with some purchasers delaying their purchase until April to take advantage of the rebate these vehicles now attract under the Clean Car Discount.

There were 496 hybrids registered in the month of March, with the top selling models being the Toyota RAV4 (84 units) followed by the Honda Jazz (42 units) and the Mercedes-Benz C-Class (33 units).

SUV and passenger vehicle sales March / 2022

Mitsubishi retained the market lead for passenger and SUV registrations with 11% market share (1,237 units) followed by Tesla with 8% (949 units) and then Toyota also with 8% market share (862 units).

The top selling passenger and SUV models for the month were the Tesla Model 3 (949 units) followed by the Mitsubishi Outlander (625 units) and the Toyota RAV4 (496 units).

Commercial vehicle sales March / 2022

Mitsubishi stormed to the market lead with 24% market share (2,329 units) followed by Ford with 21% (2,050 units) and Toyota in third with 19% market share (1,905 units).

The Mitsubishi Triton took top spot for the month of March as the bestselling commercial model with 23% share (2,266 units) followed by the Ford Ranger with 20% share (1,933 units) and the Toyota Hilux in third place with 16% market share (1,580 units).

Market share year to date, the Mitsubishi Triton (22%) leads followed by the Ford Ranger (21%) and then the Toyota Hilux (15%).

Segmentation – Growth in the Smaller SUVs

With the strong sales of utes for the month, not surprisingly the top spot for March 2022 went to the Pick Up/Chassis 4x4 segment with 28% share followed by SUV medium vehicles with 17% then the SUV Compact with 13% market share. Pick Up/Chassis Cab 4x2 were in fourth with 9% share.

Year to date there has been a reduction on the overall share of the market for small vehicles, down from 56% for most of the 2021 to 48% for March. This reflects the strong

sales of light commercial vehicles ahead of the 1 April feebate scheme (Clean Car Discount) taking effect.

ENDS:

Sheet 1: Detailed figures for top 15 distributors, full year 2022, month of March 2022 and year to date 2022, total vehicles, new cars and new commercials.

Sheet 2: Detailed figures for top 15 selling models - passenger cars and commercials - full year 2022, March 2022 and year to date 2022.

Sheet 3: MIA segmentation full year 2022, March 2022 and year to date 2022.

For Further Information:

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Month on Month Comparisons 2012/21/21





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Subject: MIA Press Release
Date: Monday, 2 May 2022 5:29:37 pm
Attachments: [April 2022 Sales Table.xlsx](#)
[April 2022 New Vehicle Sales Press Release.docx](#)
[Registration data -1975 onwards YTD April 2022.xlsx](#)

Hi all

Please find attached an MIA press release with supporting data for the month of April. As anticipated registrations of light commercial vehicles were weak while hybrids and PHEVs saw strong increases for the month.

Kind regards

David Crawford, Chief Executive Officer

Listing_MIA



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Top 15 total new vehicle registrations (pass and commercial)											
Full year 2021			Month of April 2022			YTD April 2022					
1	Toyota	29258	18%	1	Toyota	1744	18%	1	Mitsubishi	9921	17%
2	Mitsubishi	20140	12%	2	Mitsubishi	1623	17%	2	Toyota	7635	13%
3	Ford	17286	10%	3	Suzuki	797	8%	3	Ford	5390	9%
4	Kia	10183	6%	4	Hyundai	620	6%	4	Hyundai	3048	5%
5	Mazda	9255	6%	5	Honda	560	6%	5	Kia	2981	5%
6	Nissan	8519	5%	6	Mazda	551	6%	6	Mazda	2713	5%
7	Hyundai	8019	5%	7	Kia	467	5%	7	Suzuki	2385	4%
8	Suzuki	7856	5%	8	Ford	412	4%	8	Nissan	2003	4%
9	Volkswagen	5442	3%	9	MG	339	3%	9	MG	1827	3%
10	Honda	3986	2%	10	Volkswagen	291	3%	10	Honda	1764	3%
11	MG	3819	2%	11	Skoda	262	3%	11	LDV	1358	2%
12	Tesla	3278	2%	12	Nissan	242	2%	12	Isuzu	1330	2%
13	Isuzu	2950	2%	13	Mercedes-Benz	193	2%	13	Tesla	1302	2%
14	Mercedes-Benz	2881	2%	14	Subaru	159	2%	14	Volkswagen	1262	2%
15	Subaru	2837	2%	15	Audi	131	1%	15	Mercedes-Benz	1178	2%
	OTHERS	29,578	17.0%		OTHERS	1,365	14.0%		OTHERS	10,703	18.8%
	Total	165287			Total	9756			Total	56800	
Top 15 new passenger car/SUV registrations											
Full Year 2021			Month of April 2022			YTD April 2022					
1	Toyota	17883	16%	1	Toyota	1598	19%	1	Mitsubishi	5522	15%
2	Mitsubishi	14582	13%	2	Mitsubishi	1570	18%	2	Toyota	3840	11%
3	Kia	10183	9%	3	Suzuki	794	9%	3	Kia	2981	8%
4	Suzuki	7823	7%	4	Hyundai	608	7%	4	Hyundai	2766	8%
5	Mazda	7222	6%	5	Honda	560	7%	5	Suzuki	2379	7%
6	Hyundai	6794	6%	6	Mazda	538	6%	6	Mazda	2271	6%
7	Nissan	4945	4%	7	Kia	467	5%	7	MG	1827	5%
8	Volkswagen	4292	4%	8	MG	339	4%	8	Honda	1764	5%
9	Honda	3986	4%	9	Skoda	262	3%	9	Tesla	1302	4%
10	MG	3819	3%	10	Volkswagen	258	3%	10	Nissan	953	3%
11	Ford	3542	3%	11	Subaru	159	2%	11	Volkswagen	932	3%
12	Tesla	3278	3%	12	Nissan	157	2%	12	Haval	932	3%
13	Subaru	2837	3%	13	Mercedes-Benz	159	2%	13	Ford	920	3%
14	Haval	2304	2%	14	Audi	131	2%	14	Mercedes-Benz	892	2%
15	Mercedes-Benz	2189	2%	15	Mini	113	1%	15	Subaru	848	2%
	OTHERS	16,329	14.6%		OTHERS	829	9.7%		OTHERS	6,195	17.1%
	Total	112008			Total	8536			Total	36324	
Top 15 new commercial vehicle registrations											
Full Year 2021			Month of April 2022			YTD April 2022					
1	Ford	13,744	26%	1	Ford	305	25%	1	Ford	4470	22%
2	Toyota	11,375	21%	2	Toyota	146	12%	2	Mitsubishi	4399	21%
3	Mitsubishi	5,558	10%	3	Fuso	105	9%	3	Toyota	3795	19%
4	Nissan	3,574	7%	4	Nissan	85	7%	4	LDV	1225	6%
5	LDV	2,520	5%	5	Isuzu Trucks	74	6%	5	Isuzu	1149	6%
6	Isuzu	2,424	5%	6	Hino	67	5%	6	Nissan	1050	5%
7	Mazda	2,033	4%	7	Mitsubishi	53	4%	7	Mazda	442	2%
8	Great Wall	1,448	3%	8	Mercedes-Benz	40	3%	8	Great Wall	417	2%
9	Hyundai	1,225	2%	9	Isuzu	34	3%	9	Fuso	377	2%
10	Volkswagen	1,150	2%	10	Scania	34	3%	10	Volkswagen	330	2%
11	Fuso	1,096	2%	11	Volkswagen	33	3%	11	Isuzu Trucks	298	1%
12	Isuzu Trucks	1,000	2%	12	Fiat	26	2%	12	Hino	296	1%
13	Fiat	852	2%	13	UD Trucks	25	2%	13	Mercedes-Benz	286	1%
14	Hino	786	1%	14	Iveco	23	2%	14	Hyundai	282	1%
15	Mercedes-Benz	692	1%	15	Renault	21	2%	15	Fiat	211	1%
	OTHERS	3,802	8.7%		OTHERS	149	12.21%		OTHERS	1,449	7.1%
	Total	52,279			Total	1220			Total	20476	
Note - The MIA registrations are counted only once. During the year some vehicles are deregistered, and accordingly the YTD figures in these tables will be less than the YTD figures provided by the NZTA.											

Top fifteen new car/SUV models														
Full year 2021			Month of April 2022			YTD April 2022								
1	1	MITSUBISHI OUTLANDER	6506	6%	1	1	MITSUBISHI OUTLANDER	837	10%	1	1	MITSUBISHI OUTLANDER	3190	9%
2	2	TOYOTA RAV4	6212	6%	2	2	TOYOTA RAV4	716	8%	2	2	TOYOTA RAV4	1574	4%
3	3	MITSUBISHI ASX	5036	4%	3	3	MITSUBISHI ECLIPSE CROSS	544	6%	3	3	TESLA MODEL 3	302	4%
4	4	TOYOTA COROLLA	4766	4%	4	4	HONDA JAZZ	487	6%	4	4	MITSUBISHI ECLIPSE CROSS	198	3%
5	5	TESLA MODEL 3	3271	3%	5	5	SUZUKI SWIFT	407	5%	5	5	SUZUKI SWIFT	81	3%
6	6	MAZDA CX-5	3128	3%	6	6	MAZDA CX-5	254	3%	6	6	MG ZS	1137	3%
7	7	SUZUKI SWIFT	2832	3%	7	7	TOYOTA COROLLA	239	3%	7	7	HONDA JAZZ	1045	3%
8	8	MG ZS	2590	2%	8	8	HYUNDAI IONIQ	239	3%	8	8	HYUNDAI KONA	1011	3%
9	9	KIA STONIC	2522	2%	9	9	MG ZS	220	3%	9	9	MAZDA CX-5	927	3%
10	10	NISSAN X-TRAIL	2491	2%	10	10	TOYOTA YARIS	194	2%	10	10	KIA SPORTAGE	735	2%
11	11	HYUNDAI KONA	2354	2%	11	11	HYUNDAI KONA	192	2%	11	11	KIA STONIC	683	2%
12	12	KIA SELTOS	2181	2%	12	12	TOYOTA HIGHLANDER	180	2%	12	12	NISSAN X-TRAIL	623	2%
13	13	KIA SPORTAGE	2096	2%	13	13	TOYOTA YARIS CROSS	128	2%	13	13	MITSUBISHI ASX	592	2%
14	14	NISSAN QASHQAI	2011	2%	14	14	SUZUKI BALENO	125	1%	14	14	MAZDA JOLION	546	2%
15	15	MITSUBISHI ECLIPSE CROSS	1983	2%	15	15	KIA SPORTAGE	12	1%	15	15	HYUNDAI TUCSON	524	1%
Top fifteen new commercial models														
Full year 2021			Month of April 2022			YTD April 2022								
1	1	FORD RANGER	12580	24%	1	1	FORD RANGER	287	24%	1	1	FORD RANGER	4282	21%
2	2	TOYOTA HILUX	8430	16%	2	2	TOYOTA HILUX	103	8%	2	2	MITSUBISHI TRITON	4248	21%
3	3	MITSUBISHI TRITON	4963	9%	3	3	NISSAN NAVARA	85	7%	3	3	TOYOTA HILUX	3073	15%
4	4	NISSAN NAVARA	3574	7%	4	4	ISUZU TRUCKS F SERIES	42	3%	4	4	ISUZU D-MAX	1149	6%
5	5	ISUZU D-MAX	2424	5%	5	5	MITSUBISHI EXPRESS	41	3%	5	5	NISSAN NAVARA	1049	5%
6	6	TOYOTA HIACE	2420	5%	6	6	TOYOTA HIACE	35	3%	6	6	TOYOTA HIACE	620	3%
7	7	MAZDA BT-50	2033	4%	7	7	HINO 500	34	3%	7	7	MAZDA BT-50	442	2%
8	8	GREAT WALL GWM CANNON	1276	2%	8	8	ISUZU D-MAX	34	3%	8	8	GREAT WALL GWM CANNON	417	2%
9	9	FORD TRANSIT	1159	2%	9	9	MERCEDES-BENZ SPRINTER	32	3%	9	9	LDV T60	343	2%
10	10	HYUNDAI ILOAD	1008	2%	10	10	FIAT DUCATO	26	2%	10	10	LDV DELIVER 9	341	2%
11	11	FIAT DUCATO	851	2%	11	11	HINO 300	25	2%	11	11	LDV G10	287	1%
12	12	LDV G10	793	1%	12	12	ISUZU TRUCKS N SERIES	23	2%	12	12	HYUNDAI STARIA LOAD	259	1%
13	13	LDV T60	780	1%	13	13	FUSO CANTER 616-CITY TIP	22	2%	13	13	MERCEDES-BENZ SPRINTER	242	1%
14	14	MITSUBISHI EXPRESS	589	1%	14	14	FORD TRANSIT	18	1%	14	14	FIAT DUCATO	211	1%
15	15	MERCEDES-BENZ SPRINTER	548	1%	15	15	RENAULT MASTER	17	1%	15	15	FORD TRANSIT	186	1%
Top 15 Rental Vehicles for the Month of April 2022					Top 15 Rental Vehicles YTD 2022									
1	1	MITSUBISHI OUTLANDER	104	26%	1	1	KIA STONIC	349	16%					
2	2	HYUNDAI IONIQ	81	20%	2	2	MITSUBISHI OUTLANDER	337	16%					
3	3	KIA STONIC	31	8%	3	3	TOYOTA RAV4	231	11%					
4	4	MG ZS	25	6%	4	4	MITSUBISHI TRITON	103	5%					
5	5	SUZUKI SWIFT	21	5%	5	5	SUZUKI SWIFT	98	5%					
6	6	SUZUKI VITARA	12	3%	6	6	HYUNDAI IONIQ	92	4%					
7	7	MERCEDES-BENZ SPRINTER	11	3%	7	7	MERCEDES-BENZ SPRINTER	74	3%					
8	8	MINI COUNTRYMAN	11	3%	8	8	MITSUBISHI ASX	65	3%					
9	9	MITSUBISHI ECLIPSE CROSS	10	3%	9	9	TOYOTA HILUX	64	3%					
10	10	MITSUBISHI ASX	9	2%	10	10	MITSUBISHI ECLIPSE CROSS	60	3%					
11	11	KIA SORENTO	7	2%	11	11	HYUNDAI TUCSON	40	2%					
12	12	MAZDA CX-5	7	2%	12	12	KIA CARNIVAL	38	2%					
13	13	FIAT DUCATO	6	2%	13	13	KIA SPORTAGE	31	1%					
14	14	LEXUS RX350	5	1%	14	14	TESLA MODEL 3	31	1%					
15	15	MERCEDES-BENZ EQA	5	1%	15	15	RENAULT KOLEOS	30	1%					

Please note there is a difference between the year to date total numbers in these tables compared to NZTA data. This is due to the fact the numbers below exclude all deregistrations from the earlier months
 In these cases the vehicles in question are recorded in the month they are re registered. They are not doubled counted as is the case with the NZTA tables.

Full Year 2021			Month of April 2022			YTD April 2022		
VFACTS - Segments	Sales	Share	VFACTS - Segments	Sales	Share	VFACTS - Segments	Sales	Share
Total	165287	165287	Total	9756	9756	Total	56800	56800
SUV Compact	37586	23%	SUV Medium	2658	27%	Pick Up/Chassis Cab 4X4	11416	20%
SUV Medium	30015	18%	SUV Compact	2252	23%	SUV Medium	11110	20%
Pick Up/Chassis Cab 4X4	26348	16%	Light	1519	16%	SUV Compact	10208	18%
SUV Large	13902	8%	Small	787	8%	SUV Large	4470	8%
Pick Up/Chassis Cab 4X2	12115	7%	SUV Large	676	7%	Pick Up/Chassis Cab 4X2	4328	8%
Light	9643	6%	Heavy Commercial	399	4%	Light	4194	7%
Small	9401	6%	Pick Up/Chassis Cab 4X4	331	3%	Vans	2409	4%
Vans	7801	5%	Medium	292	3%	Medium	2233	4%
Heavy Commercial	5800	4%	Pick Up/Chassis Cab 4X2	226	2%	Small	2038	4%
Medium	5385	3%	Vans	173	2%	Heavy Commercial	1908	3%
SUV Luxury	1580	1%	Micro	115	1%	SUV Luxury	586	1%
Others	1217	1%	Large	110	1%	Large	442	1%
Large	1097	1%	Others	93	1%	Others	429	1%
Sports	1001	1%	Sports	41	0%	Sports	314	1%
Micro	964	1%	SUV Luxury	37	0%	Micro	293	1%
People Movers	943	1%	People Movers	29	0%	People Movers	219	0%
Light Buses	372	0%	Upper Large	9	0%	Light Buses	158	0%
Upper Large	117	0%	Light Buses	9	0%	Upper Large	45	0%
Total Vehicle Sales by Model April 2022			Total Vehicle Sales by Model YTD 2022			Small Segment Profile YTD		
1 MITSUBISHI OUTLANDER	837	9%	1 FORD RANGER	4282	8%	Total	30076	53%
2 TOYOTA RAV4	716	7%	2 MITSUBISHI TRITON	4248	7%	SUV Compact	10208	18%
3 MITSUBISHI ECLIPSE CROSS	544	6%	3 MITSUBISHI OUTLANDER	3190	6%	SUV Medium	11110	20%
4 HONDA JAZZ	487	5%	4 TOYOTA HILUX	3073	5%	Light	4194	7%
5 SUZUKI SWIFT	407	4%	5 TOYOTA RAV4	1574	3%	Small	2038	4%
6 FORD RANGER	287	3%	6 TESLA MODEL 3	1302	2%	Medium	2233	4%
7 MAZDA CX-5	254	3%	7 MITSUBISHI ECLIPSE CROSS	1198	2%	Micro	293	1%
8 TOYOTA COROLLA	239	2%	8 SUZUKI SWIF	1181	2%			
9 HYUNDAI IONIQ	239	2%	9 ISUZU D-MAX	1149	2%	Small Segment Profile April		
10 MG ZS	220	2%	10 MG ZS	1137	2%	Total	4965	78%
11 TOYOTA YARIS	194	2%	11 NISSAN NAVARA	1049	2%	SUV Medium	2658	27%
12 HYUNDAI KONA	192	2%	12 HONDA JAZZ	1045	2%	SUV Compact	2252	23%
13 TOYOTA HIGHLANDER	180	2%	13 HYUNDAI KONA	1011	2%	Light	1519	16%
14 TOYOTA YARIS CROSS	128	1%	14 MAZDA CX-5	927	2%	Small	787	8%
15 SUZUKI BALENO	125	1%	15 KIA SPORTAGE	735	1%	Medium	292	3%
						Micro	115	1%

2 May 2022

Strong New Vehicle Registrations of Hybrids and PHEVs in April 2022 but Light Commercial Vehicles Crash

Motor Industry Association Chief Executive David Crawford says that as anticipated following the introduction of the Clean Car Discount fees that became operative on 1 April, registrations of 9,756 vehicles for the month are the weakest month of April since 2015.

Registrations of 8,536 passenger cars and SUV's were the second strongest month on record, largely due to sales of hybrid vehicles that are now eligible for a discount. However, registrations of 1,220 new commercial vehicles were down 72% with sales of light commercial vehicles coming in at just 730 units for the month.

It is the first time on over a decade that a ute has not made it to a top three monthly registrations. It is anticipated sales of ute will gradually recover as the year progresses.

Overall, registrations of 9,756 new vehicles were down 25.7% (3,377 units) on April 2021. Year to date the market is up 3.4% (1,853 units) compared to the first four months of 2021.

Key points

- Overall, April 2022 registrations of 9,756 vehicles were down 25.6% (3,377 units) on the same month in 2021, and are 3.4% up (1,853 units) on 2021 year to date.
- There were 572 pure electric vehicles, 1,113 PHEV's and 2,145 hybrid vehicles sold for the month.
- Registration of 8,536 passenger and SUVs for April 2022 were down 3.3% (287 units) on April 2021, while commercial vehicle registrations of 1,220 were down 71.7% (3,090 units) compared to April 2021.
- The top three models for the month of April were the Mitsubishi Outlander (837 units), followed by the Toyota RAV4 (716 units) with the Mitsubishi Eclipse Cross in third place (544 units). It is the first time in over a decade that a ute has not appeared in the top three models registered in a month.
- Registrations of heavy vehicles remains solid with 483 units for the month, while registrations of light commercial vehicles were down 72% in April last year.

Market leaders in April / 2022

Toyota regained the overall market leader with 18% market share (1,744 units), followed by Mitsubishi with 17% (1,623 units) and Suzuki in third spot with 8% market share (797 units).

Market share year to date, Mitsubishi (17%) is ahead of Toyota (13%) and Ford (9%).

BEVs, PHEVs and Hybrids

There were 570 light vehicle and 2 heavy vehicle full battery electric vehicles registered in April. The top selling models were the Polestar 2 (81 units) followed by the Nissan Leaf (71 units) and the Hyundai Kona (70 units).

Registrations of plug-in hybrids were strong with 1,113 units registered for the month. The top selling models were the Mitsubishi Eclipse Cross (497 units) followed by the Mitsubishi Outlander (479 units) and then the MG HS (28 units).

As anticipated sales of petrol hybrid vehicles recovered in April with some purchasers delaying their purchase to take advantage of the rebate these vehicles now attract under the Clean Car Discount.

There were 2,145 hybrids registered in the month of April, with the top selling models being the Toyota RAV4 (525 units) followed by the Honda Jazz (461 units) and the Toyota Corolla (198 units).

SUV and passenger vehicle sales April / 2022

Toyota regained the market lead for passenger and SUV registrations with 19% market share (1,598 units) followed by Mitsubishi with 18% (1,570 units) and then Suzuki with 9% market share (794 units).

The top selling passenger and SUV models for the month were the Mitsubishi Outlander (837 units) followed by the Toyota RAV4 (716 units) and the Mitsubishi Eclipse Cross (544 units).

Commercial vehicle sales April / 2022

In a weak market for light commercial vehicles, Ford regained the market lead with 25% market share (305 units) followed by Toyota with 12% (146 units) and Fuso in third with 9% market share (105 units).

The Ford Ranger took top spot for the month of April as the bestselling commercial model with 24% share (287 units) followed by the Toyota Hilux with 8% share (103 units) and the Nissan Navara in third place with 7% market share (85 units).

Market share year to date, the Ford Ranger (21% share and 4,282 units) leads followed by the Mitsubishi Triton (21% share and 4,248 units) and then the Toyota Hilux (15% share and 3,073 units).

Segmentation – Growth in the Smaller SUVs

With the weak sales of utes for the month, not surprisingly the top spots for April 2022 went to passenger and SUV segments, with the small to medium segments accounting for 78% of April registrations.

The tops spots were the SUV medium segment with 27% share followed by SUV compact vehicles with 23% then the light passenger with 16% market share.

ENDS:

Sheet 1: Detailed figures for top 15 distributors, full year 2022, month of April 2022 and year to date 2022, total vehicles, new cars and new commercials.

Sheet 2: Detailed figures for top 15 selling models - passenger cars and commercials - full year 2022, April 2022 and year to date 2022.

Sheet 3: MIA segmentation full year 2022, April 2022 and year to date 2022.

For Further Information:

David Crawford

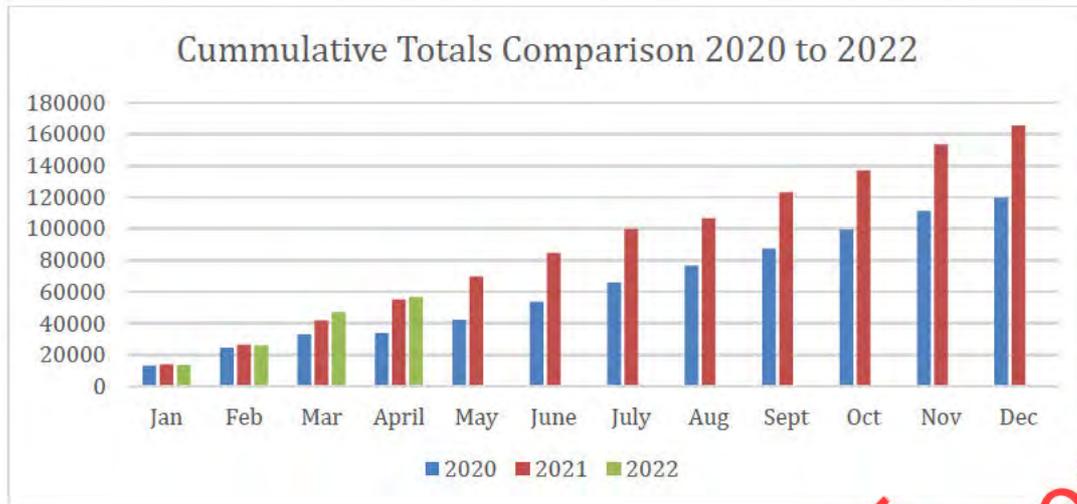
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Month on Month Comparisons 2012/21/21





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	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O
1	NZ new				Used imports				Total Registrations						
2	Passenger	Comm	Total	% increase	Passenger	Comm	Total	% increase	Passenger	Comm	Total	% increase			
3	Data in blue shaded area is sourced from early Motor Vehicle Register Annual Reports.														
4	1970	66,688		66,688			3738		3738			70426	17,402	87,828	
5	1971	70,416		70,416	5.59		4230		4230	13.16		74646	19,523	94,169	7.22
6	1972	85,544		85,544	21.48		4758		4758	12.48		90302	17,481	107,783	14.46
7	1973	97,346		97,346	13.80		5290		5290	11.18		102636	18,050	120,686	11.97
8	1974	93,801		93,801	-3.64		5416		5416	2.38		99217	16,436	115,653	-4.17
9	1975	78,750		78,750	-16.05		4863		4863	-10.21		83613	17,598	101,211	-12.49
10	1976	70,251		70,251	-10.79		3276		3276	-32.63		73527	18,242	91,769	-9.33
11	1977	59,074		59,074	-15.91		2750		2750	-16.06		61824	18,124	79,948	-12.88
12	1978	64,468		64,468	9.13		2681		2681	-2.51		67149	18,901	86,050	7.63
13	1979	68,159		68,159	5.73		2682		2682	0.04		70841	19,377	90,218	4.84
14	1980	75,671		75,671	11.02		2701		2701	0.71		78872	21,031	99,403	10.18
15	1981	89,466	25,376	114,842	51.76		1,907	221	2,128	-21.21		91,373	25,597	116,970	17.67
16	1982	83,667	30,492	114,159	-0.59		1,812	220	2,032	-4.51		85,479	30,712	116,191	-0.67
17	1983	74,085	24,761	98,846	-13.41		1,766	263	2,029	-0.15		75,851	25,024	100,875	-13.18
18	1984	96,418	26,829	123,247	24.69		2,019	206	2,225	9.66		98,437	27,035	125,472	24.38
19	1985	81,516	23,062	104,578	-15.15		2,918	222	3,140	41.12		84,434	23,284	107,718	-14.15
20	1986	76,075	18,168	94,243	-9.88		3,946	415	4,361	38.89		80,021	18,583	98,604	-8.46
21	1987	77,499	15,214	92,713	-1.62		12,129	905	13,034	198.88		89,628	16,119	105,747	7.24
22	1988	71,218	14,675	85,893	-7.36		17,371	1,977	19,348	48.44		88,589	16,652	105,241	-0.48
23	1989	83,862	17,030	100,892	17.46		50,966	6,245	57,211	195.69		134,828	23,275	158,103	50.23
24	1990	74,422	18,965	93,387	-7.44		85,324	10,480	95,804	67.48		159,746	29,445	189,191	19.66
25	1991	55,615	13,499	69,114	-25.99		47,351	11,426	58,777	38.59		102,966	24,985	127,951	-32.37
26	1992	52,964	13,570	66,534	-3.73		39,146	10,200	49,346	-16.13		92,110	23,772	115,882	-9.43
27	1993	53,822	13,728	67,550	1.53		43,841	13,974	57,815	16.55		97,663	27,402	125,065	7.92
28	1994	61,765	15,683	77,448	14.65		62,088	14,851	76,939	33.77		123,853	30,534	154,387	23.45
29	1995	65,680	14,887	80,567	4.03		80,976	14,711	95,687	24.37		146,656	29,598	176,254	14.16
30	1996	64,414	14,732	79,146	-1.76		111,789	15,111	126,900	32.60		176,183	29,845	206,028	16.89
31	1997	58,558	12,934	71,492	-9.67		97,941	11,936	109,877	-14.39		155,599	24,520	180,119	-12.58
32	1998	54,154	11,828	65,982	-7.71		99,937	8,709	108,646	0.02		154,091	20,537	174,628	-3.05
33	1999	58,195	14,046	72,241	9.49		131,118	5,282	136,400	28.31		189,313	22,328	211,641	21.20
34	2000	57,618	16,345	73,963	-2.38		116,124	6,946	123,070	-11.71		173,742	23,291	197,033	-6.90
35	2001	58,162	16,567	74,729	1.04		128,613	8,896	137,509	10.17		186,855	23,463	210,318	6.74
36	2002	64,086	19,657	83,743	12.06		136,418	10,526	146,944	8.37		200,504	30,183	230,687	9.68
37	2003	70,453	21,511	91,964	9.82		156,972	12,799	169,771	15.53		227,425	34,310	261,735	13.46
38	2004	74,755	24,037	98,792	7.42		154,042	15,250	169,292	-0.28		228,797	39,287	268,084	2.43
39	2005	77,825	25,623	103,448	4.71		132,488	13,978	146,466	-1.67		230,313	39,601	269,914	0.68
40	2006	76,804	23,182	99,986	-3.35		123,390	12,225	135,615	-18.53		200,194	35,407	235,601	-12.71
41	2007	77,454	25,014	102,468	2.48		120,382	12,573	132,955	-1.96		197,836	37,587	235,423	-0.08
42	2008	73,397	23,933	97,330	-5.01		90,841	8,869	99,710	-25.00		164,238	32,802	197,040	-16.30
43	2009	54,404	15,644	70,048	-28.03		68,757	3,154	71,911	-27.88		123,161	18,798	141,959	-27.95
44	2010	62,029	18,424	80,453	14.83		88,613	2,797	91,410	27.12		150,642	21,221	171,863	21.07
45	2011	64,019	20,621	84,640	5.20		80,852	3,176	84,028	-8.08		144,871	23,797	168,668	-1.86
46	2012	76,871	23,924	100,795	19.09		78,311	3,516	81,827	-2.62		155,182	27,440	182,622	8.27
47	2013	82,433	30,861	113,294	12.40		98,971	6,094	105,065	28.40		181,404	36,955	218,359	19.57
48	2014	90,635	36,717	127,352	12.41		129,925	7,943	137,868	31.22		220,560	44,660	265,220	21.46
49	2015	95,099	39,135	134,234	5.40		143,642	8,838	152,480	10.60		238,741	47,973	286,714	8.10
50	2016	102,647	44,252	146,899	9.46		149,526	10,967	160,493	5.26		252,173	55,259	307,432	7.23
51	2017	108,616	51,508	160,124	8.97		165,654	12,225	177,879	10.83		274,270	63,733	338,003	9.94
52	2018	108,213	53,557	161,770	1.03		147,637	12,167	159,804	-10.16		255,850	65,724	321,574	-4.86
53	2019	104,281	50,182	154,463	-4.33		140,590	11,281	151,871	-4.96		244,871	61,763	306,634	-4.65
54	2020	80,860	38,762	119,622	-22.71		113,140	9,050	122,190	-19.54		194,000	47,812	241,812	-21.14
55	2021	112,143	53,316	165,459	38.32		121,860	6,992	128,852	5.45		234,003	60,308	294,311	21.71
56	2022	36,372	20,493	56,865	-65.63		45,197	3,587	48,784	-62.14		81,569	24,080	105,649	-64.10



	A	B	C	D	E	F	G	H	I
1	LICENSED VEHICLES BY TYPE AS AT END								
2	OF YEAR FROM 1963								
3	Vehicle Type	1963	1964	1965	1966	1967	1968	1969	1972
4	CARS	636,319	673,827	709,364	765,842	795,061	820,164	847,935	992,540
5	RENTAL CARS	2,756	2,951	3,066	3,052	2,982	3,004	3,191	4,289
6	TAXIS	2,794	3,099	3,213	3,032	3,015	2,997	3,018	3,054
7	TRUCKS	137,230	153,074	161,095	160,863	162,697	164,802	168,057	189,382
8	BUSES/COACHES	3,004	3,162	3,166	3,174	3,171	3,179	3,127	3,079
9	TRAILERS/CARAVANS	112,149	126,775	140,139	155,663	159,369	166,107	174,239	210,667
10	MOTORCYCLES	29,123	30,319	29,472	29,090	27,919	27,491	26,956	41,773
11	MOPEDS	14,899	16,284	16,787	17,111	17,070	16,989	17,408	22,933
12	TRACTORS	-	-	-	-	-	-	-	-
13	EXEMPTVEHICLES	100,318	106,281	115,863	98,129	93,780	96,785	101,863	118,098
14	MISCELLANEOUS	-	-	-	-	-	-	-	-
15	TOTAL	1,038,592	1,115,772	1,182,165	1,235,956	1,265,064	1,301,508	1,345,794	1,585,815
16	NB - data source 051 December (year) table								

RELEASED UNDER THE
 OFFICIAL INFORMATION ACT 1982

	J	K	L	M	N	O	P	Q	R	S
1										
2	1973	1974	1975	1976	1977	1978	1979	1980	1981	1983
3	1,052,410	1,109,481	1,151,332	1,180,510	1,196,674	1,223,736	1,260,057	1,293,446	1,331,765	1,400,624
4	5,215	5,316	5,660	6,415	6,160	5,979	6,562	6,545	6,729	7,604
5	3,087	3,189	3,152	3,114	3,009	3,029	3,082	3,097	3,085	2,962
6	196,187	202,066	204,590	226,962	232,123	241,692	247,163	257,045	271,124	284,324
7	3,023	3,104	3,160	3,220	3,253	3,321	3,341	3,482	3,385	4,113
8	243,504	268,140	290,455	316,073	315,836	331,732	339,201	345,058	356,468	356,236
9	52,593	61,828	91,925	96,755	95,841	94,826	109,705	123,798	130,984	128,937
10	24,081	24,951	3,805	2,657	1,909	1,657	1,811	1,579	1,423	1,211
11	-	-	-	-	-	-	-	-	-	-
12	118,785	121,792	126,203	126,282	117,867	98,123	97,516	97,001	95,465	81,909
13	-	-	-	-	-	12,135	11,531	10,697	11,185	11,212
14	1,698,885	1,799,867	1,880,282	1,961,988	1,972,672	2,016,235	2,079,969	2,141,748	2,211,613	2,279,132
15										
16										

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	T	U	V	W	X	Y	Z	AA	AB	AC
1										
2	1984	1985	1988	1989	1990	1991	1992	1993	1994	1995
3	1,453,385	1,480,411	1,417,869	1,490,961	1,548,174	1,543,068	1,565,191	1,598,142	1,639,415	1,638,291
4	9,739	11,452	7,854	8,293	8,317	7,844	8,996	11,137	13,358	14,265
5	2,934	3,013	2,758	2,868	3,195	3,535	3,764	4,054	4,387	5,619
6	289,703	297,368	288,829	295,600	300,121	305,819	316,706	336,592	353,786	343,504
7	4,607	4,987	8,406	8,752	7,938	7,383	8,146	8,544	8,958	9,131
8	358,681	360,976	317,399	351,892	356,307	356,821	363,523	368,625	361,993	340,074
9	124,813	121,805	84,295	79,567	73,388	65,976	59,523	56,310	53,447	47,075
10	1,328	693	1,071	1,154	1,190	1,160	1,148	1,183	1,352	1,842
11	-	-	-	-	-	-	-	18,615	20,219	18,202
12	67,467	60,132	8,381	7,050	11,409	22,491	21,594	6,657	7,109	11,364
13	11,071	10,852	31,226	30,826	29,136	16,302	16,045	6,602	6,690	14,657
14	2,323,728	2,351,689	2,168,088	2,276,963	2,339,175	2,330,399	2,364,636	2,416,461	2,470,714	2,444,024
15										
16										

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	AD	AE	AF	AG	AH	AI	AJ	AK	AL	AM
1										
2	1996	1998	1999	2000	2001	2002	2003	2004	2005	2006
3	1,703,338	1,824,600	1,901,061	1,913,756	1,957,077	2,017,503	2,114,453	2,188,571	2,250,435	2,288,281
4	15,572	17,139	20,237	21,081	20,842	23,828	25,875	27,952	28,575	28,573
5	6,311	7,093	7,493	7,470	7,301	7,792	8,073	8,156	8,202	8,106
6	353,665	367,152	373,951	369,116	367,778	373,581	386,293	399,043	411,189	418,209
7	9,947	11,498	12,142	12,707	13,102	13,961	14,601	15,506	16,182	17,093
8	308,352	333,359	354,972	365,774	377,761	389,760	401,381	412,556	424,094	435,457
9	38,263	42,156	42,645	40,247	39,915	39,086	39,697	42,171	47,154	52,988
10	8,806	7,817	7,576	7,516	7,457	7,765	8,460	9,546	13,162	15,595
11	18,445	19,853	20,243	21,245	22,461	23,974	25,242	26,461	27,518	27,736
12	12,829	6,501	7,022	7,646	7,953	8,576	9,317	10,010	10,945	11,697
13	14,618	15,211	16,002	16,154	17,122	18,122	19,837	21,615	23,349	25,372
14	2,490,146	2,652,379	2,763,344	2,782,712	2,838,769	2,923,948	3,053,229	3,161,587	3,260,805	3,329,107
15										
16										

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	AN	AO	AP	AQ	AR	AS	AT	AU	AV	AW
1										
2	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
3	2,331,204	2,345,901	2,348,875	2,363,403	2,361,946	2,384,857	2,440,156	2,581,147	2621023	2710427
4	30,619	32,163	31,758	33,691	33,393	33,236	34,953	37,619	40327	45964
5	8,011	8,020	7,756	7,549	7,370	7,239	7,404	7,711	8663	9414
6	430,371	434,938	433,301	430,774	431,429	438,809	457,903	486,115	514965	548081
7	18,138	18,954	19,494	19,825	20,025	20,388	21,082	22,104	23067	24348
8	449,924	457,765	464,805	470,955	476,227	488,957	504,512	521,959	537602	555739
9	59,740	66,547	67,150	63,431	61,253	62,339	64,846	67,640	70634	71805
10	18,015	21,832	21,336	19,459	17,710	17,170	17,469	17,581	17285	17170
11	28,326	28,933	29,409	29,590	29,916	30,421	30,686	31,655	32089	33005
12	12,029	12,448	12,421	12,515	12,929	13,172	13,470	14,179	15158	16324
13	27,627	29,109	29,850	31,462	32,676	33,573	34,806	36,222	37664	39704
14	3,414,004	3,456,610	3,466,155	3,482,654	3,484,874	3,530,161	3,627,287	3,760,932	3,918,477	4,071,981
15										
16										

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	AX	AY	AZ	BA	BB	BC	BD
1							
2	2017	2018	2019	2020	2021	2021 v 2020	2021 v 2011
3	2789837	2840501	2874236	2252132	2948795	23.63	24.85
4	51523	51659	52093	13246	26560	50.13	-20.46
5	13050	16159	17473	10374	16740	38.03	127.14
6	585143	619946	648279	567373	694257	18.28	60.92
7	25705	27009	27519	22392	27821	19.51	38.93
8	573791	588123	601928	595663	633068	5.91	32.93
9	74576	75670	77215	35071	83905	58.20	36.98
10	17116	17170	16901	10182	16370	37.80	-1.57
11	33558	34253	34097	32843	34556	4.96	15.51
12	17852	18861	20040	20265	22086	8.25	70.83
13	41923	43714	44968	37184	55273	32.73	69.15
14	4,224,074	4,333,065	4,414,749	3,596,725	4,559,431		
15							
16							

RELEASED UNDER THE
OFFICIAL INFORMATION ACT 1982

Passenger Car by years

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S
1	Passenger Cars by Month By Year																		
2	2022	New	Ex-Overseas	Total														Total YTD 2021	37,361
3	Jan	8953	10114	19,067														Total YTD 2022	36,372
4	Feb	7680	10734	18,414														Difference	(989)
5	Mar	11203	24349	35,552														Percentage Increase/Decrease	-2.6%
6	Apr	8536		8,536															
7	May			-														Apr-21	8,823
8	Jun			-														Apr-22	8,536
9	Jul			-														Difference	(287)
10	Aug			-														Percentage Increase/Decrease	-3.3%
11	Sep			-															
12	Oct			-															
13	Nov			-															
14	Dec			-															
15		36,372	45,197	81,569															
16																			
17	2019	New	Ex-Overseas	Total		2020	New	Ex-Overseas	Total		2021	New	Ex-Overseas	Total					
18	Jan	9942	11598	21,540		Jan	9099	11693	20,792		Jan	9713	9398	19,111					
19	Feb	7580	11129	18,709		Feb	7911	10747	18,658		Feb	8712	9091	17,803					
20	Mar	8425	11852	20,277		Mar	5416	8565	13,981		Mar	10113	11000	21,113					
21	Apr	6778	10883	17,661		Apr	707	622	1,329		Apr	8823	10136	18,959					
22	May	7624	12212	19,836		May	5401	9565	14,966		May	10012	11255	21,267					
23	Jun	8748	11177	19,925		Jun	7411	11962	19,373		Jun	10306	11254	21,560					
24	Jul	7925	12791	20,716		Jul	8200	11975	20,175		Jul	9984	13125	23,109					
25	Aug	8506	12353	20,859		Aug	7076	9054	16,130		Aug	4585	7100	11,685					
26	Sep	10322	11630	21,952		Sep	7735	10339	18,074		Sep	11874	7444	19,318					
27	Oct	10632	11663	22,295		Oct	8296	9763	18,059		Oct	9246	10634	19,880					
28	Nov	9640	11674	21,314		Nov	8036	9521	17,557		Nov	11214	11327	22,541					
29	Dec	8159	11628	19,787		Dec	5572	9334	14,906		Dec	7561	10098	17,659					
30		104,281	140,590	244,871			80,860	113,140	194,000			112,143	121,862	234,005					
31																			
32	2016	New	Ex-Overseas	Total		2017	New	Ex-Overseas	Total		2018	New	Ex-Overseas	Total					
33	Jan	8,899	11,675	20,574		Jan	10150	12933	23,083		Jan	10797	13719	24,516					
34	Feb	7,192	11,736	18,928		Feb	8052	12260	20,312		Feb	7415	12048	19,463					
35	Mar	8,191	12,153	20,344		Mar	9230	14474	23,704		Mar	9050	11841	20,891					
36	Apr	6,789	12,140	18,929		Apr	6996	12507	19,503		Apr	6848	10893	17,741					
37	May	7,502	12,567	20,069		May	8387	14439	22,826		May	9276	13420	22,696					
38	Jun	9,186	11,991	21,177		Jun	10181	13339	23,520		Jun	9725	12651	22,376					
39	Jul	7,702	13,055	20,757		Jul	7605	14430	22,035		Jul	8041	13847	21,888					
40	Aug	8,896	12,993	21,889		Aug	8607	14483	23,090		Aug	8639	13368	22,007					
41	Sep	9,704	12,564	22,268		Sep	9855	13645	23,500		Sep	9432	11533	20,965					
42	Oct	10,795	12,709	23,504		Oct	11114	14118	25,232		Oct	11767	12100	23,867					
43	Nov	9,722	12,762	22,484		Nov	10289	14924	25,213		Nov	9543	11156	20,699					
44	Dec	8,069	13,181	21,250		Dec	8,500	14102	22,252		Dec	7680	11061	18,741					
45		102,647	149,526	252,173			108,616	165,654	274,270			108,213	147,637	255,850					
46																			
47	2013	New	Ex-Overseas	Total		2014	New	Ex-Overseas	Total		2015	New	Ex-Overseas	Total					
48	Jan	7,385	7,397	14,782		Jan	8,293	9,470	17,763		Jan	9,010	11,791	20,801					
49	Feb	5,799	6,922	12,721		Feb	6,572	9,155	15,727		Feb	7,056	10,572	17,628					
50	Mar	6,800	7,581	14,381		Mar	7,994	10,247	18,241		Mar	8,075	12,313	20388					
51	Apr	5,907	7,418	13,325		Apr	6,151	9,501	15,652		Apr	6,375	11,038	17413					
52	May	6,347	8,460	14,807		May	6,802	11,223	18,025		May	6,843	12,415	19258					
53	Jun	7,541	7,862	15,403		Jun	8,517	10,760	19,277		Jun	9,021	12,415	21436					
54	Jul	6,768	9,629	16,397		Jul	7,071	12,052	19,123		Jul	7,272	13,891	21163					

Passenger Car by years

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S
55	Aug	6,828	8,648	15,476		Aug	7,083	11,290	18,373		Aug	7,752	12,061	19813					
56	Sep	7,272	7,615	14,887		Sep	8,382	11,142	19,524		Sep	8,835	11,667	20502					
57	Oct	7,962	8,545	16,507		Oct	8,910	11,105	20,015		Oct	9,636	11,149	20785					
58	Nov	7,453	9,360	16,813		Nov	8,063	11,532	19,595		Nov	8,115	11,732	19847					
59	Dec	6,371	9,534	15,905		Dec	6,797	12,448	19,245		Dec	7,109	12,598	19707					
60		82,433	98,971	181,404			90,635	129,925	220,560			95,099	143,642	238,741					
61																			
62	2010	New	Ex-Overseas	Total		2011	New	Ex-Overseas	Total		2012	New	Ex-Overseas	Total					
63	Jan	5,601	6,828	12,429		Jan	6,210	7,068	13,278		Jan	7,499	6,375	13,874					
64	Feb	4,302	6,761	11,063		Feb	4,844	6,527	11,371		Feb	5,633	6,000	11,633					
65	Mar	5,392	7,800	13,192		Mar	6,079	6,983	13,062		Mar	6,499	6,429	12,928					
66	Apr	4,585	7,053	11,638		Apr	4,258	6,156	10,414		Apr	5,430	5,877	11,307					
67	May	4,616	7,381	11,997		May	4,535	7,013	11,548		May	5,942	6,793	12,735					
68	Jun	5,786	7,402	13,188		Jun	5,365	6,570	11,935		Jun	7,142	6,184	13,326					
69	Jul	4,446	7,893	12,339		Jul	4,879	6,718	11,597		Jul	6,208	6,641	12,849					
70	Aug	4,720	7,530	12,250		Aug	5,767	6,718	12,485		Aug	5,959	6,621	12,580					
71	Sep	6,298	7,430	13,728		Sep	5,684	6,366	12,050		Sep	6,637	6,222	12,859					
72	Oct	5,866	6,958	12,824		Oct	5,428	6,267	11,695		Oct	7,336	6,867	14,203					
73	Nov	5,869	7,811	13,680		Nov	5,644	6,962	12,606		Nov	6,484	7,183	13,667					
74	Dec	4,548	7,766	12,314		Dec	5326	7504	12830		Dec	6,102	7,119	13,221					
75		62,029	88,613	150,642			64,019	80,852	144,871			76,871	78,311	155,182					
76																			
77																			
78	2007	New	Ex-Overseas	Total		2008	New	Ex-Overseas	Total		2009	New	Ex-Overseas	Total					
79	Jan	6,792	9,799	16,591		Jan	7,543	9,334	16,877		Jan	5,296	5,425	10,721					
80	Feb	5,790	9,131	14,921		Feb	6,175	9,026	15,201		Feb	3,795	4,626	8,421					
81	Mar	6,794	10,408	17,202		Mar	6,364	8,568	14,932		Mar	4,881	5,134	10,015					
82	Apr	4,886	9,309	14,195		Apr	5,551	8,492	14,043		Apr	3,525	4,759	8,284					
83	May	6,344	11,021	17,365		May	5,627	8,156	13,783		May	3,979	5,211	9,190					
84	Jun	6,399	10,007	16,406		Jun	6,753	7,049	13,802		Jun	4,306	5,406	9,712					
85	Jul	6,382	11,069	17,451		Jul	5,429	7,289	12,718		Jul	4,473	6,160	10,633					
86	Aug	6,800	11,319	18,119		Aug	5,684	6,910	12,594		Aug	4,417	5,874	10,291					
87	Sep	7,077	9,311	16,388		Sep	6,672	7,157	13,829		Sep	5,593	5,919	11,512					
88	Oct	7,904	9,679	17,583		Oct	7,477	6,614	14,091		Oct	5,680	6,044	11,724					
89	Nov	6,723	9,768	16,491		Nov	4,898	5,923	10,821		Nov	4,486	6,595	11,081					
90	Dec	5563	9561	15124		Dec	5224	6,323	11,547		Dec	3,973	7,604	11,577					
91		77,454	120,382	197,836			73,397	90,841	164,238			54,404	68,757	123,161					
92																			
93																			
94	2004	New	Ex-Overseas	Total		2005	New	Ex-Overseas	Total		2006	New	Ex-Overseas	Total					
95	Jan	5,713	12,116	17,829		Jan	5,600	10,828	16,428		Jan	6,314	11,290	17604					
96	Feb	5,219	12,752	17,971		Feb	5,769	13,106	18,875		Feb	5,945	11,107	17052					
97	Mar	6,506	14,877	21,383		Mar	6,602	13,211	19,813		Mar	7,114	12,211	19325					
98	Apr	5,206	12,948	18,154		Apr	5,518	12,912	18,430		Apr	5,109	9,805	14914					
99	May	5,871	13,585	19,456		May	6,06	13,316	19,377		May	6,241	11,564	17805					
100	Jun	7,159	13,159	20,318		Jun	7,713	12,891	20,604		Jun	6,392	10,265	16657					
101	Jul	6,131	13,211	19,342		Jul	6,297	13,403	19,700		Jul	5,989	10,318	16307					
102	Aug	5,982	12,675	18,657		Aug	7,197	13,736	20,933		Aug	6,733	9,600	16333					
103	Sep	7,006	12,653	19,659		Sep	7,498	12,318	19,816		Sep	7,422	8,948	16370					
104	Oct	7,377	11,456	18,833		Oct	7,497	11,663	19,160		Oct	7,791	9,003	16794					
105	Nov	6,691	12,183	18,874		Nov	6,304	12,734	19,038		Nov	6,286	9,831	16117					
106	Dec	5,894	12,427	18,321		Dec	5,769	12,370	18,139		Dec	5,468	9,448	14916					
107		74,755	154,042	228,797			77,825	152,488	230,313			76,804	123,390	200194					
108																			
109																			

Passenger Car by years

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S
110	2001	New	Ex-Overseas	Total		2002	New	Ex-Overseas	Total		2003	New	Ex-Overseas	Total					
111	Jan	4,312	9,116	13,428		Jan	5,015	11,234	16,249		Jan	5,711	12,014	17,725					
112	Feb	4,125	8,682	12,807		Feb	4,270	11,532	15,802		Feb	4,885	11,694	16,579					
113	Mar	4,816	10,472	15,288		Mar	5,432	12,501	17,933		Mar	5,399	13,268	18,667					
114	Apr	3,670	9,915	13,585		Apr	4,735	11,042	15,777		Apr	4,475	12,155	16,630					
115	May	4,466	11,953	16,419		May	5,025	11,616	16,641		May	5,560	14,194	19,754					
116	Jun	5,356	10,848	16,204		Jun	5,754	10,097	15,851		Jun	6,607	13,439	20,046					
117	Jul	4,958	11,611	16,569		Jul	5,569	11,955	17,524		Jul	6,233	14,709	20,942					
118	Aug	4,957	12,008	16,965		Aug	5,330	11,211	16,541		Aug	5,381	13,237	18,618					
119	Sep	4,872	10,240	15,112		Sep	6,014	10,838	16,852		Sep	6,915	13,616	20,531					
120	Oct	5,763	11,100	16,863		Oct	6,724	10,990	17,714		Oct	7,433	13,380	20,813					
121	Nov	5,575	11,624	17,199		Nov	5,404	11,327	16,731		Nov	5,789	12,263	18,052					
122	Dec	5,292	11,124	16,416		Dec	4,814	12,075	16,889		Dec	6,065	13,003	19,068					
123		58,162	128,693	186,855			64,086	136,418	200,504			70,453	156,972	227,425					
124																			
125																			
126	1998	New	Ex-Overseas	Total		1999	New	Ex-Overseas	Total		2000	New	Ex-Overseas	Total					
127	Jan	4,060	6,854	10,914		Jan	4,216	9,723	13,939		Jan	4,574	9,623	14,197					
128	Feb	3,768	5,907	9,675		Feb	4,171	9,699	13,870		Feb	4,710	10,237	14,947					
129	Mar	4,651	6,851	11,502		Mar	5,415	11,172	16,587		Mar	5,728	11,208	16,936					
130	Apr	3,564	6,138	9,702		Apr	4,381	10,216	14,597		Apr	3,879	8,957	12,836					
131	May	3,918	6,764	10,682		May	4,649	11,802	16,451		May	4,865	11,121	15,986					
132	Jun	4,990	7,517	12,507		Jun	4,727	11,345	16,072		Jun	4,801	10,088	14,889					
133	Jul	4,807	9,472	14,279		Jul	4,213	12,274	16,487		Jul	4,300	9,876	14,176					
134	Aug	4,586	9,562	14,148		Aug	4,709	11,487	16,196		Aug	4,984	9,898	14,882					
135	Sep	5,180	9,808	14,988		Sep	5,864	10,966	16,830		Sep	5,265	9,102	14,367					
136	Oct	5,015	9,895	14,910		Oct	5,989	9,852	15,841		Oct	5,867	8,506	14,373					
137	Nov	4,842	10,199	15,041		Nov	5,350	11,198	16,548		Nov	4,591	8,846	13,437					
138	Dec	4,773	10,970	15,743		Dec	4,511	11,384	15,895		Dec	4,054	8,662	12,716					
139		54,154	99,937	154,091			58,195	131,118	189,313			57,618	116,124	173,742					
140																			
141																			
142	1997	New	Ex-Overseas	Total		1996	New	Ex-Overseas	Total		1995	New	Ex-Overseas	Total					
143	Jan	5,239	9,235	14,474		Jan	4,799	7,901	12,700		Jan	5,044	5,926	10,970					
144	Feb	4,956	8,526	13,482		Feb	5,226	8,300	13,526		Feb	5,010	5,746	10,756					
145	Mar	5,187	8,554	13,741		Mar	6,023	8,712	14,735		Mar	5,759	6,978	12,737					
146	Apr	4,499	9,758	14,257		Apr	4,812	8,524	13,336		Apr	4,096	5,496	9,592					
147	May	4,799	10,207	15,006		May	5,871	10,756	16,627		May	5,691	7,598	13,289					
148	June	4,883	7,287	12,170		June	4,841	8,656	13,497		June	5,321	6,606	11,927					
149	July	5,374	8,893	14,267		July	5,564	10,695	16,259		July	5,356	6,415	11,771					
150	Aug	4,550	7,104	11,654		Aug	5,628	9,934	15,562		Aug	6,175	7,006	13,181					
151	Sep	5,195	7,041	12,236		Sep	6,127	8,575	14,702		Sep	6,078	6,350	12,428					
152	Oct	5,378	6,668	12,046		Oct	6,075	9,854	15,929		Oct	6,294	6,998	13,292					
153	Nov	4,388	6,486	10,874		Nov	5,764	10,140	15,904		Nov	5,630	7,731	13,361					
154	Dec	4,110	7,282	11,392		Dec	3,684	9,722	13,406		Dec	5,226	8,126	13,352					
155		58,558	97,041	155,599			64,414	111,769	176,183			65,680	80,976	146,656					
156																			
157																			
158	1994	New	Ex-Overseas	Total		1993	New	Ex-Overseas	Total		1992	New	Ex-Overseas	Total					
159	Jan	4435	5190	9625		Jan	4146	3163	7309		Jan	4639	3327	7966					
160	Feb	4633	4094	8727		Feb	4439	3342	7781		Feb	4657	3166	7823					
161	Mar	5797	6731	12528		Mar	5286	3781	9067		Mar	4448	3167	7615					
162	Apr	4242	3297	7539		Apr	3626	3369	6995		Apr	3664	2931	6595					
163	May	5897	4618	10515		May	4102	3382	7484		May	4334	3269	7603					
164	June	5824	4504	10328		June	4443	3597	8040		June	4585	3139	7724					

Passenger Car by years

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S
165	July	5121	4928	10049		July	4777	3520	8297		July	4600	3733	8333					
166	Aug	5549	5722	11271		Aug	4080	3671	7751		Aug	4076	3047	7123					
167	Sep	5587	5687	11274		Sep	5058	3654	8712		Sep	4640	3252	7892					
168	Oct	5838	5120	10958		Oct	5136	3543	8679		Oct	4615	3296	7911					
169	Nov	5362	5882	11244		Nov	5197	4089	9286		Nov	5087	3259	8346					
170	Dec	3480	6315	9795		Dec	3532	4730	8262		Dec	3619	3560	7179					
171		61765	62088	123853			53822	43841	97663			52964	39146	92110					
172																			
173																			
174	1991	New	Ex-Overseas	Total		1990	New	Ex-Overseas	Total		1989	New	Ex-Overseas	Total					
175	Jan	4340	2581	6921		Jan	6173	5457	11630		Jan	5748	3702	9450					
176	Feb	4653	2380	7033		Feb	5875	4834	10709		Feb	7064	3131	10195					
177	Mar	5582	4132	9714		Mar	7629	5833	13462		Mar	8365	4139	12504					
178	Apr	4319	3591	7910		Apr	6137	5443	11580		Apr	7484	4172	11656					
179	May	4862	4756	9618		May	6560	7441	14001		May	8602	5032	13634					
180	June	4485	4032	8517		June	5586	7074	12660		June	9694	4272	13966					
181	July	4484	5222	9706		July	6375	7432	13807		July	5350	4524	9874					
182	Aug	4866	4865	9731		Aug	6879	6883	13762		Aug	6407	4041	10448					
183	Sep	5114	4161	9275		Sep	6502	5734	12236		Sep	6975	3958	10933					
184	Oct	5136	3745	8881		Oct	6874	11626	18500		Oct	6242	3485	9727					
185	Nov	4460	3604	8064		Nov	6431	5357	11788		Nov	7006	4627	11633					
186	Dec	3314	4282	7596		Dec	3401	12210	15611		D c	4925	5883	10808					
187		55615	47351	102966			74422	85324	159746			83862	50966	134828					
188																			
189																			
190	1988	New	Ex-Overseas	Total		1987	New	Ex-Overseas	Total		1986	New	Ex-Overseas	Total					
191	Jan	5683	1052	6735		Jan	5953	501	6454		Jan	6506	440	6946					
192	Feb	5410	865	6275		Feb	5582	471	6053		Feb	6025	375	6400					
193	Mar	6326	1050	7376		Mar	7251	483	7734		Mar	6945	293	7238					
194	Apr	4513	969	5482		Apr	6164	767	6931		Apr	6079	277	6356					
195	May	5428	900	6328		May	6252	989	7241		May	6126	240	6366					
196	June	5743	1215	6958		June	7088	853	7941		June	5355	179	5534					
197	July	5670	1510	7180		July	7071	1303	8374		July	7744	319	8063					
198	Aug	6305	1752	8057		Aug	7267	1661	8928		Aug	7863	252	8115					
199	Sep	7077	1299	8376		Sep	7798	1726	9524		Sep	8893	255	9148					
200	Oct	7066	1791	8857		Oct	6510	1096	7606		Oct	5293	412	5705					
201	Nov	6698	2217	8915		Nov	6375	1077	7452		Nov	5361	400	5761					
202	Dec	5299	2751	8050		Dec	4188	1202	5390		Dec	3885	504	4389					
203		71218	17371	88589			77499	12129	89628			76075	3946	80021					
204																			
205																			
206	1985	New	Ex-Overseas	Total		1984	New	Ex-Overseas	Total		1983	New	Ex-Overseas	Total					
207	Jan	5956	357	6313		Jan	6952	226	7178		Jan	5989	161	6150					
208	Feb	5430	238	5668		Feb	7978	228	8206		Feb	5950	171	6121					
209	Mar	6737	291	7028		Mar	8983	150	9133		Mar	9973	159	10132					
210	Apr	6354	181	6535		Apr	6191	149	6340		Apr	5544	86	5630					
211	May	8275	239	8514		May	7979	181	8160		May	5351	147	5498					
212	June	6698	140	6838		June	7175	113	7288		June	4722	186	4908					
213	July	8658	176	8834		July	11091	167	11258		July	5059	116	5175					
214	Aug	7766	208	7974		Aug	10287	164	10451		Aug	5738	136	5874					
215	Sep	7081	219	7300		Sep	8482	148	8630		Sep	6983	120	7103					
216	Oct	6989	207	7196		Oct	8298	162	8460		Oct	6234	115	6349					
217	Nov	7016	266	7282		Nov	8085	172	8257		Nov	7327	136	7463					
218	Dec	4556	396	4952		Dec	4917	159	5076		Dec	5215	233	5448					
219		81516	2918	84434			96418	2019	98437			74085	1766	75851					

Passenger Car by years

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S
220																			
221																			
222	1982	New	Ex-Overseas	Total		1981	New	Ex-Overseas	Total		1980	New	Ex-Overseas	Total					
223	Jan	7318	149	7467		Jan	6120	245	6365		Jan	5646	339	5985					
224	Feb	6992	176	7168		Feb	6520	181	6701		Feb	5473	253	5726					
225	Mar	9404	140	9544		Mar	7475	184	7659		Mar	6142	205	6347					
226	Apr	7575	122	7697		Apr	7802	163	7965		Apr	5450	190	5640					
227	May	8074	197	8271		May	7312	186	7498		May	6811	366	7177					
228	June	8434	140	8574		June	7877	100	7977		June	6195	169	6364					
229	July	7244	98	7342		July	8519	136	8655		July	7670	166	7836					
230	Aug	6379	121	6500		Aug	7419	122	7541		Aug	6501	154	6655					
231	Sep	5902	155	6057		Sep	8170	105	8275		Sep	6641	225	6866					
232	Oct	5808	128	5936		Oct	8222	129	8351		Oct	7261	166	7427					
233	Nov	5981	132	6113		Nov	7945	122	8067		Nov	6534	198	6732					
234	Dec	4556	254	4810		Dec	6085	234	6319		Dec	5347	270	5617					
235		83667	1812	85479			89466	1907	91373			75671	2701	78372					
236																			
237																			
238	1979	New	Ex-Overseas	Total		1978	New	Ex-Overseas	Total		1977	New	Ex Overseas	Total					
239	Jan	5154	433	5587		Jan	3546	339	3885		Jan	6268	333	6601					
240	Feb	4633	235	4868		Feb	4067	348	4415		Feb	4038	284	4322					
241	Mar	5839	198	6037		Mar	4977	240	5217		Mar	4903	213	5116					
242	Apr	4648	176	4824		Apr	5333	156	5489		Apr	4131	192	4323					
243	May	5729	270	5999		May	5763	300	6063		May	5024	265	5289					
244	June	6122	160	6282		June	5647	197	5844		June	5515	188	5703					
245	July	5388	156	5544		July	5847	163	6010		July	4264	154	4418					
246	Aug	6519	140	6659		Aug	6715	148	6863		Aug	5377	210	5587					
247	Sep	5686	156	5842		Sep	5929	141	6070		Sep	5948	172	6120					
248	Oct	6751	210	6961		Oct	5855	202	6057		Oct	4922	206	5128					
249	Nov	7007	203	7210		Nov	6594	54	6748		Nov	5160	209	5369					
250	Dec	4683	345	5028		Dec	4195	293	4488		Dec	3524	324	3848					
251		68159	2682	70841			64468	2681	67149			59074	2750	61824					
252																			
253																			
254	1976	New	Ex-Overseas	Total		1975	New	Ex Overseas	Total										
255	Jan	4444	379	4823		Jan	5120	653	5773										
256	Feb	4772	292	5064		Feb	5279	435	5714										
257	Mar	6114	379	6493		Mar	5565	453	6018										
258	Apr	5264	257	5521		Apr	6101	402	6503										
259	May	5330	313	5643		May	6677	344	7021										
260	June	5437	173	5610		June	6396	293	6689										
261	July	5681	226	5907		July	6907	344	7251										
262	Aug	5320	208	5528		Aug	10554	360	10914										
263	Sep	5345	180	5525		Sep	7808	311	8119										
264	Oct	5961	224	6185		Oct	7152	384	7536										
265	Nov	7754	292	8046		Nov	6261	325	6586										
266	Dec	8829	353	9182		Dec	4930	559	5489										
267		70251	3276	73527			78750	4863	83613										

OFFICIAL INFORMATION ACT 1982

Passenger Car (new) by months

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O
1	Passenger Cars by Months														
2	Year		Jan	Feb	Mar	April	May	June	July	Aug	Sept	Oct	Nov	Dec	TOTALS
3															
4	1975		5120	5279	5565	6101	6677	6396	6907	10554	7808	7152	6261	4930	78,750
5	1976		4444	4772	6114	5264	5330	5437	5681	5320	5345	5961	7754	8829	70,251
6	1977		6268	4038	4903	4131	5024	5515	4264	5377	5948	4922	5160	3524	59,074
7	1978		3546	4067	4977	5333	5763	5647	5847	6715	5929	5855	6594	4195	64,468
8	1979		5154	4633	5839	4648	5729	6122	5388	6519	5686	6751	7007	4683	68,159
9	1980		5646	5473	6142	5450	6811	6195	7670	6501	6641	7261	6534	5347	75,671
10	1981		6120	6520	7475	7802	7312	7877	8519	7419	8170	8222	7945	6085	89,466
11	1982		7318	6992	9404	7575	8074	8434	7244	6379	5902	5808	5981	4556	83,667
12	1983		5989	5950	9973	5544	5351	4722	5059	5738	6983	6234	7327	5215	74,085
13	1984		6952	7978	8983	6191	7979	7175	11091	10287	8482	8298	8085	4917	96,418
14	1985		5956	5430	6737	6354	8275	6698	8658	7766	7081	6989	7016	4556	81,516
15	1986		6506	6025	6945	6079	6126	5355	7744	7863	8893	5293	5361	3885	76,075
16	1987		5953	5582	7251	6164	6252	7088	7071	7267	7798	6510	6375	4188	77,499
17	1988		5683	5410	6326	4513	5428	5743	5670	6305	7077	7066	6698	5299	71,218
18	1989		5748	7064	8365	7484	8602	9694	5350	6407	6975	6242	7006	4925	83,862
19	1990		6173	5875	7629	6137	6560	5586	6375	6879	6502	6874	6431	3401	74,422
20	1991		4340	4653	5582	4319	4862	4485	4484	4866	5114	5136	4460	3314	55,615
21	1992		4639	4657	4448	3664	4334	4585	4600	4076	4640	4615	5087	3619	52,964
22	1993		4146	4439	5286	3626	4102	4443	4777	4080	5058	5136	5197	3532	53,822
23	1994		4435	4633	5797	4242	5897	5824	5121	5549	5587	5838	5362	3480	61,765
24	1995		5044	5010	5759	4096	5691	5321	5356	6175	6078	6294	5630	5226	65,680
25	1996		4799	5226	6023	4812	5871	4841	5564	5628	6127	6075	5764	3684	64,414
26	1997		5239	4956	5187	4499	4799	4883	5374	4550	5195	5378	4388	4110	58,558
27	1998		4060	3768	4651	3564	3918	4990	4807	4586	5180	5015	4842	4773	54,154
28	1999		4216	4171	5415	4381	4649	4727	4213	4709	5864	5989	5350	4511	58,195
29	2000		4574	4710	5728	3879	4865	4801	4300	4984	5265	5867	4591	4054	57,618
30	2001		4312	4125	4816	3670	4466	5356	4958	4957	4872	5763	5575	5292	58,162
31	2002		5015	4270	5432	4735	5025	5754	5569	5330	6014	6724	5404	4814	64,086
32	2003		5711	4885	5399	4475	5560	6607	6233	5381	6915	7433	5789	6065	70,453
33	2004		5713	5219	6506	5206	5871	7159	6131	5982	7006	7377	6691	5894	74,755
34	2005		5600	5769	6602	5518	6061	7713	6297	7197	7498	7497	6304	5769	77,825
35	2006		6314	5945	7114	5109	6241	6392	5989	6733	7422	7791	6286	5468	76,804
36	2007		6792	5790	6794	4886	6344	6399	6382	6800	7077	7904	6723	5563	77,454
37	2008		7543	6175	6364	5551	5627	6753	5429	5684	6672	7477	4898	5224	73,397
38	2009		5296	3795	4881	3525	3979	4306	4473	4417	5593	5680	4486	3973	54,404
39	2010		5601	4302	5392	4585	4616	5786	4446	4720	6298	5866	5869	4548	62,029
40	2011		6210	4844	6079	4258	4535	5365	4879	5767	5684	5428	5644	5326	64,019
41	2012		7499	5633	6499	5430	5942	7142	6208	5959	6637	7336	6484	6102	76,871
42	2013		7385	5799	6800	5908	6347	7542	6769	6828	7272	7962	7453	6371	82,436
43	2014		8293	6572	7994	6151	6802	8517	7071	7083	8382	8910	8063	6797	90,635
44	2015		9010	7056	8075	6375	6843	9021	7272	7752	8835	9636	8115	7109	95,099
45	2016		8899	7192	8191	6789	7502	9186	7702	8896	9704	10795	9722	8069	102,647
46	2017		1150	8052	9230	6996	8387	10181	7605	8607	9855	11114	10289	8150	108,616
47	2018		10797	7415	9050	6848	9276	9725	8041	8639	9432	11767	9543	7680	108,213
48	2019		9942	7580	8425	6778	7624	8748	7925	8506	10322	10632	9640	8159	104,281
49	2020		9099	7911	5416	707	5401	7411	8200	7076	7735	8296	8036	5572	80,860
50	2021		9713	8712	10113	8823	10012	10306	9984	4585	11874	9246	11214	7561	112,143
51	2022		8953	7680	11203	8536									36,372

Passenger Car(used) by months

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
1	Used Passenger Car Registrations by Months															
2	Year		Jan	Feb	Mar	April	May	June	July	Aug	Sept	Oct	Nov	Dec	TOTALS	% change
3																
4	1975		653	435	453	402	344	293	344	360	311	384	325	559	4,863	
5	1976		379	292	379	257	313	173	226	208	180	224	292	353	3,276	
6	1977		333	284	213	192	265	188	154	210	172	206	209	324	2,750	
7	1978		339	348	240	156	300	197	163	148	141	202	154	293	2,681	
8	1979		433	235	198	176	270	160	156	140	156	210	203	345	2,682	
9	1980		339	253	205	190	366	169	166	154	225	166	198	270	2,701	
10	1981		245	181	184	163	186	100	136	122	105	129	122	234	1,907	
11	1982		149	176	140	122	197	140	98	121	155	128	132	254	1,812	
12	1983		161	171	159	86	147	186	116	136	120	115	136	233	1,766	
13	1984		226	228	150	149	181	113	167	164	148	162	172	159	2,019	
14	1985		357	238	291	181	239	140	176	208	219	207	266	396	2,918	
15	1986		440	375	293	277	240	179	319	252	255	412	400	504	3,946	
16	1987		501	471	483	767	989	853	1303	1661	1726	1096	1077	1202	12,129	
17	1988		1052	865	1050	969	900	1215	1510	1752	1299	1791	2217	2751	17,371	
18	1989		3702	3131	4139	4172	5032	4272	4524	4041	3958	3485	4627	5883	50,966	
19	1990		5457	4834	5833	5443	7441	7074	7432	6883	5734	11626	5357	12210	85,324	
20	1991		2581	2380	4132	3591	4756	4032	5222	4865	4161	3745	3604	4282	47,351	
21	1992		3327	3166	3167	2931	3269	3139	3733	3047	3252	3296	3259	3560	39,146	-17.3
22	1993		3163	3342	3781	3369	3382	3597	3520	3671	3654	3543	4089	4730	43,841	12.0
23	1994		5190	4094	6731	3297	4618	4504	4928	5722	5687	5120	5882	6315	62,088	41.6
24	1995		5926	5746	6978	5496	7598	6606	6415	7006	6350	6998	7731	8126	80,976	30.4
25	1996		7901	8300	8712	8524	10756	8656	10695	9934	8575	9854	10140	9722	111,769	38.0
26	1997		9235	8526	8554	9758	10207	7287	8893	7104	7041	6668	6486	7282	97,041	-13.2
27	1998		6854	5907	6851	6138	6764	7517	9472	9562	9808	9895	10199	10970	99,937	3.0
28	1999		9723	9699	11172	10216	11802	11345	12274	11487	10966	9852	11198	11384	131,118	31.2
29	2000		9623	10237	11208	8957	11121	10088	9876	9898	9102	8506	8846	8662	116,124	-11.4
30	2001		9116	8682	10472	9915	11953	10848	11611	12008	10240	11100	11624	11124	128,693	10.8
31	2002		11234	11532	12501	11042	11616	0097	11955	11211	10838	10990	11327	12075	136,418	6.0
32	2003		12014	11694	13268	12155	14194	13439	14709	13237	13616	13380	12263	13003	156,972	15.1
33	2004		12116	12752	14877	12948	13585	13159	13211	12675	12653	11456	12183	12427	154,042	-1.9
34	2005		10828	13106	13211	12912	13316	12891	13403	13736	12318	11663	12734	12370	152,488	-1.0
35	2006		11290	11107	12211	9805	11564	10265	10318	9600	8948	9003	9831	9448	123,390	-19.1
36	2007		9799	9131	10408	9309	11021	10007	11069	11319	9311	9679	9768	9561	120,382	-2.4
37	2008		9334	9026	8568	8492	8156	7049	7289	6910	7157	6614	5923	6323	90,841	-24.5
38	2009		5425	4626	5134	4759	5211	5406	6160	5874	5919	6044	6595	7604	68,757	-24.3
39	2010		6828	6761	7800	7053	7381	7402	7893	7530	7430	6958	7811	7766	88,613	28.9
40	2011		7068	6527	6983	656	7013	6570	6718	6718	6366	6267	6962	7504	80,852	-8.8
41	2012		6375	6000	6429	5877	6793	6184	6641	6621	6222	6867	7183	7119	78,311	-3.1
42	2013		7397	6922	7581	7418	8460	7862	9629	8648	7615	8545	9360	9534	98,971	26.4
43	2014		9470	9155	10247	9501	11223	10760	12052	11290	11142	11105	11532	12448	129,925	31.3
44	2015		11791	10572	12313	11038	12415	12415	13891	12061	11667	11149	11732	12598	143,642	10.6
45	2016		11675	11736	12153	12140	12567	11991	13055	12993	12564	12709	12762	13181	149,526	4.1
46	2017		12933	12260	14474	12507	14439	13339	14430	14483	13645	14118	14924	14102	165,654	10.8
47	2018		13719	12048	11841	10893	13420	12651	13847	13368	11533	12100	11156	11061	147,637	-10.88
48	2019		11598	11129	11852	10883	12212	11177	12791	12353	11630	11663	11674	11628	140,590	-4.77
49	2020		11693	10747	8565	622	9565	11962	11975	9054	10339	9763	9521	9334	113,140	-19.52
50	2021		9398	9091	11000	10136	11253	11254	13125	7100	7444	10634	11327	10098	121,860	7.71
51	2022		10114	10734	24349										45,197	-62.91

Commercials by years

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	
1	Commercial Vehicles by year by Month																			
2	2022	New	Ex-Oversea	Total															Total YTD 2021	17,651
3	Jan	4561	588	5,149															Total YTD 2022	20,493
4	Feb	4871	874	5,745															Difference	2,842
5	Mar	9841	2125	11,966															Percentage Increase/Decrease	16.1%
6	Apr	1220		1,220																
7	May			-															Apr-21	4,310
8	Jun			-															Apr-22	1,220
9	Jul			-															Difference	(3,090)
10	Aug			-															Percentage Increase/Decrease	-71.7%
11	Sep			-																
12	Oct			-																
13	Nov			-																
14	Dec			-																
15		20,493	3587	24080																
16																				
17	2019	New	Ex-Oversea	Total	2020	New	Ex-Oversea	Total	2021	New	Ex-Oversea	Total								
18	Jan	3996	937	4,933	Jan	3979	847	4,826	Jan	4180	452	4,632								
19	Feb	4119	1000	5,119	Feb	3527	846	4,373	Feb	3776	507	4,283								
20	Mar	4846	1009	5,855	Mar	2901	691	3,592	Mar	5385	645	6,030								
21	Apr	3862	848	4,710	Apr	332	87	419	Apr	4310	567	4,877								
22	May	4635	940	5,575	May	2912	833	3,745	May	4540	609	5,149								
23	Jun	5204	858	6,062	Jun	4103	960	5,063	Jun	4829	594	5,423								
24	Jul	3972	964	4,936	Jul	4063	990	5,053	Jul	5069	624	5,693								
25	Aug	4101	936	5,037	Aug	3534	761	4,295	Aug	2161	360	2,521								
26	Sep	4203	902	5,105	Sep	3167	936	4,103	Sep	4644	470	5,114								
27	Oct	4333	1001	5,334	Oct	3580	784	4,364	Oct	4773	713	5,486								
28	Nov	4210	999	5,209	Nov	3853	690	4,543	Nov	5113	748	5,861								
29	Dec	3001	887	3,888	Dec	2811	607	3,418	Dec	4536	700	5,236								
30		50,482	11281	61763		38,762	9032	47794		53,316	6989	60305								
31																				
32	2016	New	Ex-Oversea	Total	2017	New	Ex-Oversea	Total	2018	New	Ex-Oversea	Total								
33	Jan	2,994	695	3,689	Jan	3673	928	4,601	Jan	4037	1024	5,061								
34	Feb	3,121	745	3,866	Feb	3733	998	4,731	Feb	4116	948	5,064								
35	Mar	3,919	891	4,810	Mar	4639	1249	5,888	Mar	4978	975	5,953								
36	Apr	3,150	826	3,976	Apr	3639	908	4,547	Apr	3575	828	4,403								
37	May	3,678	884	4,562	May	4745	1150	5,895	May	4893	1106	5,999								
38	Jun	4,513	864	5,377	Jun	5804	1129	6,933	Jun	5447	999	6,446								
39	Jul	3,868	932	4,800	Jul	4026	1089	5,115	Jul	4283	1082	5,365								
40	Aug	3,781	1,002	4,783	Aug	4456	1148	5,604	Aug	4561	1224	5,785								
41	Sep	4,180	964	5,144	Sep	4652	1094	5,746	Sep	4478	1011	5,489								
42	Oct	3,914	974	4,888	Oct	4416	1130	5,546	Oct	4903	1066	5,969								

Commercials by years

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S
43	Nov	4,018	1,144	5,162		Nov	4305	1165	5,470		Nov	4816	105	4,921					
44	Dec	3,156	1,046	4,202		Dec	3420	1044	4,464		Dec	3470	849	4,319					
45		44,292	10967	55259			51,508	13032	64540			53,557	11217	64774					
46																			
47	2013	New	Ex-Oversea	Total		2014	New	Ex-Oversea	Total		2015	New	Ex-Oversea	Total					
48	Jan	1,908	429	2,337		Jan	2,235	627	2,862		Jan	2657	644	3301					
49	Feb	2,148	360	2,508		Feb	2,567	592	3,159		Feb	2821	681	3502					
50	Mar	2,705	465	3,170		Mar	3,244	617	3,861		Mar	3680	785	4465					
51	Apr	2,235	433	2,668		Apr	2,578	538	3,116		Apr	2915	737	3652					
52	May	2,577	561	3,138		May	3,262	709	3,971		May	3191	742	3933					
53	Jun	3,181	462	3,643		Jun	4,002	584	4,586		Jun	4009	690	4699					
54	Jul	2,632	527	3,159		Jul	3,242	676	3,918		Jul	3094	806	3900					
55	Aug	2,602	546	3,148		Aug	3,106	667	3,773		Aug	3440	735	4175					
56	Sep	2,799	500	3,299		Sep	3,458	792	4,250		Sep	3639	759	4398					
57	Oct	2,734	628	3,362		Oct	3,113	701	3,814		Oct	3048	736	3784					
58	Nov	2,935	621	3,556		Nov	3,113	719	3,832		Nov	3505	792	4297					
59	Dec	2,405	562	2,967		Dec	2,797	721	3,518		Dec	3136	731	3867					
60		30,861	6094	36955			36717	7943	44660			39135	8838	47973					
61																			
62	2010	New	Ex-Oversea	Total		2011	New	Ex-Oversea	Total		2012	New	Ex-Oversea	Total					
63	Jan	1102	267	1369		Jan	1313	218	1531		Jan	1182	245	1427					
64	Feb	1357	216	1573		Feb	1560	221	1781		Feb	1552	287	1839					
65	Mar	1595	242	1837		Mar	2181	262	2443		Mar	2029	316	2345					
66	Apr	1103	212	1315		Apr	1352	230	1582		Apr	1618	230	1848					
67	May	1801	224	2025		May	2028	217	2245		May	2364	280	2644					
68	Jun	2218	207	2425		Jun	2287	223	2510		Jun	2,959	277	3236					
69	Jul	1551	212	1763		Jul	1826	230	2056		Jul	2153	276	2429					
70	Aug	1717	200	1917		Aug	1698	325	2023		Aug	2216	339	2555					
71	Sep	1646	215	1861		Sep	1944	303	2247		Sep	2053	285	2338					
72	Oct	1431	204	1635		Oct	1598	231	1829		Oct	2052	319	2371					
73	Nov	1507	278	1785		Nov	1684	304	1988		Nov	2097	334	2431					
74	Dec	1396	320	1716		Dec	1150	412	1562		Dec	1649	328	1977					
75		18424	2797	21221			20621	3176	23797			23,924	3516	27440					
76																			
77	2007	New	Ex-Oversea	Total		2008	New	Ex-Oversea	Total		2009	New	Ex-Oversea	Total					
78	Jan	1700	905	2605		Jan	1856	882	2738		Jan	1212	228	1440					
79	Feb	1692	991	2683		Feb	2004	982	2986		Feb	1263	224	1487					
80	Mar	2444	1075	3519		Mar	2492	860	3352		Mar	1564	234	1798					
81	Apr	1731	825	2556		Apr	2022	786	2808		Apr	1204	226	1430					
82	May	2051	1018	3069		May	2002	862	2864		May	1314	192	1506					
83	Jun	2552	917	3469		Jun	2877	2082	4959		Jun	1812	224	2036					
84	Jul	2497	1159	3656		Jul	2059	440	2499		Jul	1267	237	1504					
85	Aug	2176	1218	3394		Aug	1680	394	2074		Aug	1076	235	1311					
86	Sep	2085	1072	3157		Sep	1842	409	2251		Sep	1453	289	1742					
87	Oct	2151	1103	3254		Oct	1863	456	2319		Oct	1218	313	1531					
88	Nov	2234	1153	3387		Nov	1639	356	1995		Nov	1249	317	1566					
89	Dec	1701	1137	2838		Dec	1597	351	1948		Dec	1012	435	1447					
90		25014	12573	37587			23933	8860	32793			15644	3154	18798					

Commercials by years

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S
91																			
92	2004	New	Ex-Oversea	Total		2005	New	Ex-Oversea	Total		2006	New	Ex-Oversea	Total					
93	Jan	1522	1130	2652		Jan	1695	870	2565		Jan	1483	904	2387					
94	Feb	1702	1327	3029		Feb	1830	1324	3154		Feb	1829	992	2821					
95	Mar	2314	1459	3773		Mar	2507	1283	3790		Mar	2629	1242	3871					
96	Apr	1841	1267	3108		Apr	1906	1208	3114		Apr	1504	883	2387					
97	May	1867	1323	3190		May	2358	1207	3565		May	2180	1230	3410					
98	Jun	2579	1269	3848		Jun	2668	1137	3805		Jun	2599	975	3574					
99	Jul	2363	1344	3707		Jul	2390	1166	3556		Jul	2051	919	2970					
100	Aug	1903	1338	3241		Aug	2424	1260	3684		Aug	1909	1065	2974					
101	Sep	2219	1292	3511		Sep	2286	1145	3431		Sep	1924	972	2896					
102	Oct	1809	1152	2961		Oct	1915	1128	3043		Oct	1607	1016	2623					
103	Nov	2057	1260	3317		Nov	2077	1129	3206		Nov	1866	1094	2960					
104	Dec	1861	1089	2950		Dec	1567	1121	2688		Dec	1601	933	2534					
105		24037	15250	39287			25623	13978	39601			23182	12225	35407					
106																			
107	2001	New	Ex-Oversea	Total		2002	New	Ex-Oversea	Total		2003	New	Ex-Oversea	Total					
108	Jan	933	444	1377		Jan	1125	682	1807		Jan	1448	886	2334					
109	Feb	1118	503	1621		Feb	1388	679	2067		Feb	1531	904	2435					
110	Mar	1418	548	1966		Mar	1718	837	2555		Mar	1984	942	2926					
111	Apr	1090	484	1574		Apr	1500	755	2255		Apr	1485	817	2302					
112	May	1390	623	2013		May	1796	953	2749		May	1756	1050	2806					
113	Jun	1667	562	2229		Jun	2117	820	2937		Jun	2337	977	3314					
114	Jul	1466	573	2039		Jul	1673	948	2621		Jul	1934	1159	3093					
115	Aug	1518	700	2218		Aug	1783	990	2773		Aug	1698	1120	2818					
116	Sep	1366	604	1970		Sep	1803	974	2777		Sep	2037	1225	3262					
117	Oct	1373	644	2017		Oct	1655	975	2630		Oct	1923	1308	3231					
118	Nov	1584	624	2208		Nov	1681	973	2654		Nov	1769	1236	3005					
119	Dec	1644	587	2231		Dec	1418	940	2358		Dec	1609	1175	2784					
120		16567	6896	23463			19657	10526	30183			21511	12799	34310					
121																			
122	Commercial Vehicles by years																		
123	1998	New	Ex-Oversea	Total		1999	New	Ex-Oversea	Total		2000	New	Ex-Oversea	Total					
124	Jan	898	701	1599		Jan	737	562	1299		Jan	1029	497	1526					
125	Feb	916	729	1645		Feb	987	656	1643		Feb	1331	662	1993					
126	Mar	1122	772	1894		Mar	1488	748	2236		Mar	1663	746	2409					
127	Apr	878	673	1551		Apr	1083	677	1760		Apr	985	467	1452					
128	May	892	675	1567		May	1049	674	1723		May	1461	664	2125					
129	Jun	1297	687	1984		Jun	1095	653	1848		Jun	1402	618	2020					
130	Jul	891	822	1713		Jul	1302	780	2082		Jul	1135	565	1700					
131	Aug	905	695	1600		Aug	1274	789	2063		Aug	1391	676	2067					
132	Sep	885	730	1615		Sep	1426	724	2150		Sep	1427	585	2012					
133	Oct	985	756	1741		Oct	1280	634	1914		Oct	1323	479	1802					
134	Nov	1072	733	1805		Nov	1230	697	1927		Nov	1529	536	2065					
135	Dec	1087	736	1823		Dec	995	688	1683		Dec	1669	451	2120					
136		11828	8709	20537			14046	8282	22328			16345	6946	23291					
137																			
138																			

Commercials by years

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S
139	1997	New	Ex-Oversea	Total		1996	New	Ex-Oversea	Total		1995	New	Ex-Oversea	Total					
140	Jan	886	1031	1917		Jan	1127	1006	2133		Jan	1083	1138	2221					
141	Feb	1080	1065	2145		Feb	1150	1225	2375		Feb	1143	1211	2354					
142	Mar	1255	1029	2284		Mar	1417	1256	2673		Mar	1501	1333	2834					
143	Apr	1143	1081	2224		Apr	1148	1169	2317		Apr	1015	962	1977					
144	May	1145	1180	2325		May	1432	1565	2997		May	1354	1380	2734					
145	Jun	1140	913	2053		Jun	1229	1232	2461		Jun	1347	1230	2577					
146	Jul	1110	991	2101		Jul	1343	1415	2758		Jul	1235	1240	2475					
147	Aug	1031	871	1902		Aug	1310	1396	2706		Aug	1417	1310	2727					
148	Sep	1114	925	2039		Sep	1348	1182	2530		Sep	1321	1283	2604					
149	Oct	1086	837	1923		Oct	1190	1281	2471		Oct	1306	1228	2534					
150	Nov	1032	795	1827		Nov	1199	1281	2480		Nov	1235	1240	2475					
151	Dec	912	868	1780		Dec	839	1105	1944		Dec	930	1156	2086					
152		12934	11586	24520			14732	15113	29845			14887	14711	29598					
153																			
154																			
155	1994	New	Ex-Oversea	Total		1993	New	Ex-Oversea	Total		1992	New	Ex-Oversea	Total					
156	Jan	1023	1132	2155		Jan	852	910	1762		Jan	884	467	1351					
157	Feb	1140	1083	2223		Feb	986	1002	1988		Feb	1006	509	1515					
158	Mar	1580	1836	3416		Mar	1437	1245	2682		Mar	1255	620	1875					
159	Apr	1057	830	1887		Apr	1043	1129	2172		Apr	1064	674	1738					
160	May	1422	1174	2596		May	1120	1196	2316		May	1150	818	1968					
161	Jun	1452	1134	2586		Jun	1360	1151	2511		Jun	1355	850	2205					
162	Jul	1431	1199	2630		Jul	1268	1217	2485		Jul	1240	1213	2453					
163	Aug	1460	1242	2702		Aug	1256	1226	2482		Aug	1136	998	2134					
164	Sep	1434	1284	2718		Sep	1229	1185	2414		Sep	1212	956	2168					
165	Oct	1289	1194	2483		Oct	1116	1063	2179		Oct	1198	966	2164					
166	Nov	1417	1328	2745		Nov	1227	1175	2402		Nov	1152	1032	2184					
167	Dec	978	1415	2393		Dec	834	1175	2009		Dec	918	1099	2017					
168		15683	14851	30534			13728	13674	27402			13570	10202	23772					
169																			
170																			
171	1991	New	Ex-Oversea	Total		1990	New	Ex-Oversea	Total		1989	New	Ex-Oversea	Total					
172	Jan	930	616	1546		Jan	1088	810	1898		Jan	840	326	1166					
173	Feb	970	561	1531		Feb	1338	645	1983		Feb	1176	277	1453					
174	Mar	1387	709	2096		Mar	1939	837	2776		Mar	1752	420	2172					
175	Apr	1140	709	1849		Apr	1346	738	2084		Apr	1155	459	1614					
176	May	1236	986	2222		May	1793	909	2702		May	1519	596	2115					
177	Jun	1354	844	2198		Jun	1725	922	2647		Jun	1740	519	2259					
178	Jul	1262	1027	2289		Jul	1648	922	2570		Jul	1313	579	1892					
179	Aug	1080	985	2065		Aug	821	880	2701		Aug	1894	532	2426					
180	Sep	1187	976	2163		Sep	1727	671	2398		Sep	1654	507	2161					
181	Oct	979	934	1913		Oct	1970	1255	3225		Oct	1474	505	1979					
182	Nov	1071	1003	2074		Nov	1610	772	2382		Nov	1442	660	2102					
183	Dec	903	2136	3039		Dec	960	1119	2079		Dec	1071	865	1936					
184		13499	11486	24985			18965	10480	29445			17030	6245	23275					
185																			
186																			
187	1988	New	Ex-Oversea	Total		1987	New	Ex-Oversea	Total		1986	New	Ex-Oversea	Total					

Commercials by years

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S
188	Jan	901	87	988		Jan	1029	50	1079		Jan	1369	20	1389					
189	Feb	1030	85	1115		Feb	1078	34	1112		Feb	1444	36	1480					
190	Mar	1582	116	1698		Mar	1694	37	1731		Mar	2213	23	2236					
191	Apr	909	125	1034		Apr	1085	50	1135		Apr	1542	45	1587					
192	May	1069	86	1155		May	1177	51	1228		May	1480	18	1498					
193	Jun	1257	122	1379		Jun	1499	61	1560		Jun	1274	15	1289					
194	Jul	1192	151	1343		Jul	1395	78	1473		Jul	1953	41	1994					
195	Aug	1511	214	1725		Aug	1442	117	1559		Aug	1685	28	1733					
196	Sep	1416	160	1576		Sep	1453	173	1626		Sep	1809	41	1850					
197	Oct	1262	195	1457		Oct	1258	75	1333		Oct	1345	37	1382					
198	Nov	1385	262	1647		Nov	1159	82	1241		Nov	1177	65	1242					
199	Dec	1161	374	1535		Dec	945	97	1042		Dec	877	46	923					
200		14675	1977	16652			15214	905	16119			18168	415	18583					
201																			
202																			
203	1985	New	Ex-Oversea	Total		1984	New	Ex-Oversea	Total		1983	New	Ex-Oversea	Total					
204	Jan	1404	20	1424		Jan	1794	35	1829		Jan	1592	32	1624					
205	Feb	1744	14	1758		Feb	2057	26	2083		Feb	1937	13	1950					
206	Mar	3446	26	3472		Mar	3328	16	3344		Mar	3613	56	3669					
207	Apr	1478	22	1500		Apr	1570	13	1583		Apr	1912	22	1934					
208	May	1857	8	1865		May	1961	12	1973		May	2167	19	2186					
209	Jun	1599	15	1614		Jun	2108	15	2123		Jun	1954	22	1976					
210	Jul	2580	13	2593		Jul	2892	16	2908		Jul	2118	17	2135					
211	Aug	2201	20	2221		Aug	2870	21	2891		Aug	2042	21	2063					
212	Sep	1994	12	2006		Sep	2369	11	2380		Sep	1971	18	1989					
213	Oct	1792	23	1815		Oct	2426	22	2448		Oct	1940	15	1955					
214	Nov	1636	24	1660		Nov	2199	9	2208		Nov	2120	13	2133					
215	Dec	1331	25	1356		Dec	1255	10	1265		Dec	1395	15	1410					
216		23062	222	23284			26829	206	27035			24761	263	25024					
217																			
218																			
219	1982	New	Ex-Oversea	Total		1981	New	Ex-Oversea	Total										
220	Jan	1972	16	1988		Jan	1498	31	1529										
221	Feb	2216	20	2236		Feb	1815	22	1837										
222	Mar	3875	29	3904		Mar	2405	30	2435										
223	Apr	2754	14	2768		Apr	1680	16	1696										
224	May	2898	20	2918		May	1964	19	1983										
225	Jun	3383	17	3400		Jun	2239	13	2252										
226	Jul	2821	16	2837		Jul	2523	13	2536										
227	Aug	2485	10	2495		Aug	2323	13	2336										
228	Sep	2151	21	2172		Sep	2403	12	2415										
229	Oct	1934	12	1946		Oct	2383	14	2397										
230	Nov	2348	21	2369		Nov	2320	25	2345										
231	Dec	1655	24	1679		Dec	1823	13	1836										
232		30492	220	30712			25376	221	25597										

OFFICIAL LEASING INFORMATION

1982

Commercials(new) by month

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O
2	Year		Jan	Feb	Mar	April	May	June	July	Aug	Sept	Oct	Nov	Dec	TOTALS
3															
4	1981		1498	1815	2405	1680	1964	2239	2523	2323	2403	2383	2320	1823	25,376
5	1982		1972	2216	3875	2754	2898	3383	2821	2485	2151	1934	2348	1655	30,492
6	1983		1592	1937	3613	1912	2167	1954	2118	2042	1971	1940	2120	1395	24,761
7	1984		1794	2057	3328	1570	1961	2108	2892	2870	2369	2426	2199	1255	26,829
8	1985		1404	1744	3446	1478	1857	1599	2580	2201	1994	1792	1636	1331	23,062
9	1986		1369	1444	2213	1542	1480	1274	1953	1685	1809	1345	1177	877	18,168
10	1987		1029	1078	1694	1085	1177	1499	1395	1442	1453	1258	1159	945	15,214
11	1988		901	1030	1582	909	1069	1257	1192	1511	1416	1262	1385	1161	14,675
12	1989		840	1176	1752	1155	1519	1740	1313	1894	1654	1474	1442	1071	17,030
13	1990		1088	1338	1939	1346	1793	1725	1648	1821	1727	1970	1610	960	18,965
14	1991		930	970	1387	1140	1236	1354	1262	1080	1187	979	1071	903	13,499
15	1992		884	1006	1255	1064	1150	1355	1240	1136	1212	1198	1152	918	13,570
16	1993		852	986	1437	1043	1120	1360	1268	1256	1229	1116	1227	834	13,728
17	1994		1023	1140	1580	1057	1422	1452	1431	1460	1434	1289	1417	978	15,683
18	1995		1083	1143	1501	1015	1354	1347	1235	1417	1321	1306	1235	930	14,887
19	1996		1127	1150	1417	1148	1432	1229	1343	1310	1348	1190	1199	839	14,732
20	1997		886	1080	1255	1143	1145	1140	1110	1031	1114	1086	1032	912	12,934
21	1998		898	916	1122	878	892	1297	891	905	885	985	1072	1087	11,828
22	1999		737	987	1488	1083	1049	1195	1302	1274	1426	1280	1230	995	14,046
23	2000		1029	1331	1663	985	1461	1402	1135	1391	1427	1323	1529	1669	16,345
24	2001		933	1118	1418	1090	1390	1667	1466	1518	1366	1373	1584	1644	16,567
25	2002		1125	1388	1718	1500	1796	2117	1673	1783	1803	1655	1681	1418	19,657
26	2003		1448	1531	1984	485	1756	2337	1934	1698	2037	1923	1769	1609	21,511
27	2004		1522	1702	2314	1841	1867	2579	2363	1903	2219	1809	2057	1861	24,037
28	2005		1695	1830	2507	1906	2358	2668	2390	2424	2286	1915	2077	1567	25,623
29	2006		1483	1829	2629	1504	2180	2599	2051	1909	1924	1607	1866	1601	23,182
30	2007		1700	1692	2444	1731	2051	2552	2497	2176	2085	2151	2234	1701	25,014
31	2008		1856	2004	2492	2022	2002	2877	2059	1680	1842	1863	1639	1597	23,933
32	2009		1212	1263	1564	1204	1314	1812	1267	1076	1453	1218	1249	1012	15,644
33	2010		1102	1357	1595	1103	1801	2218	1551	1717	1646	1431	1507	1396	18,424
34	2011		1313	1560	2181	1352	2028	2287	1826	1698	1944	1598	1684	1150	20,621
35	2012		1182	1552	2029	1618	2364	2959	2153	2216	2053	2052	2097	1649	23,924
36	2013		1908	2148	2705	2235	2577	3181	2632	2602	2799	2734	2935	2405	30,861
37	2014		2235	2567	3244	2578	3262	4002	3242	3106	3458	3113	3113	2797	36,717
38	2015		2657	2821	3680	2915	3191	4009	3094	3440	3639	3048	3505	3136	39,135
39	2016		2994	3121	3919	3150	3678	4513	3868	3781	4180	3914	4018	3156	44,292
40	2017		3673	3733	4639	3639	4745	5804	4026	4456	4652	4416	4305	3420	51,508
41	2018		4037	4116	4978	3575	4893	5447	4283	4561	4478	4903	4816	3470	53,557

Commercials(used) by month

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O
1	Year		Jan	Feb	Mar	April	May	June	July	Aug	Sept	Oct	Nov	Dec	TOTALS
2															
3	1979														0
4	1980														0
5	1981		31	22	30	16	19	13	13	13	12	14	25	13	221
6	1982		16	20	29	14	20	17	16	10	21	12	21	24	220
7	1983		32	13	56	22	19	22	17	21	18	15	13	15	263
8	1984		35	26	16	13	12	15	16	21	11	22	9	10	206
9	1985		20	14	26	22	8	15	13	20	12	23	24	25	222
10	1986		20	36	23	45	18	15	41	28	41	37	65	46	415
11	1987		50	34	37	50	51	61	78	117	173	75	82	97	905
12	1988		87	85	116	125	86	122	151	214	160	195	262	374	1977
13	1989		326	277	420	459	596	519	579	532	507	505	660	865	6245
14	1990		810	645	837	738	909	922	922	880	671	1255	772	1119	10,480
15	1991		616	561	709	709	986	844	1027	985	976	934	1003	2136	11,486
16	1992		467	509	620	674	818	850	1213	998	956	966	1032	1099	10,202
17	1993		910	1002	1245	1129	1196	1151	1217	1226	1185	1063	1175	1175	13,674
18	1994		1132	1083	1836	830	1174	1134	1199	1242	1284	1194	1328	1415	14,851
19	1995		1138	1211	1333	962	1380	1230	1240	1310	1283	1228	1240	1156	14,711
20	1996		1006	1225	1256	1169	1565	1232	1415	1396	1182	1281	1281	1105	15,113
21	1997		1031	1065	1029	1081	1180	913	991	871	925	837	795	868	11,586
22	1998		701	729	772	673	675	687	822	695	730	756	733	736	8,709
23	1999		562	656	748	677	674	653	780	789	724	634	697	688	8,282
24	2000		497	662	746	467	664	618	565	676	585	479	536	451	6,946
25	2001		444	503	548	484	623	562	573	700	604	644	624	587	6,896
26	2002		682	679	837	755	953	820	948	990	974	975	973	940	10,526
27	2003		886	904	942	817	1050	977	1159	1120	1225	1308	1236	1175	12,799
28	2004		1130	1327	1459	1267	1323	1269	1344	1338	1292	1152	1260	1089	15,250
29	2005		870	1324	1283	1208	1207	1137	1166	1260	1145	1128	1129	1121	13,978
30	2006		904	992	1242	883	1230	975	919	1065	972	1016	1094	933	12,225
31	2007		905	991	1075	825	1018	917	1159	1218	1072	1103	1153	1137	12,573
32	2008		882	982	860	786	862	2082	440	394	409	456	356	351	8,860
33	2009		228	224	234	226	192	224	237	235	289	313	317	435	3,154
34	2010		267	216	242	212	224	207	212	200	215	204	278	320	2,797
35	2011		218	221	262	230	217	223	230	325	303	231	304	412	3,176
36	2012		245	287	316	230	280	277	276	339	285	319	334	328	3,516
37	2013		429	360	465	433	561	462	527	546	500	628	621	562	6,094

Commercials(used) by month

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O
38	2014		627	592	617	538	709	584	676	667	792	701	719	721	7,943
39	2015		644	681	785	737	742	690	806	735	759	736	792	731	8,838
40	2016		695	745	891	826	884	864	932	1002	964	974	1144	1046	10,967
41	2017		928	998	1249	908	1150	1129	1089	1148	1094	1130	1165	1044	13,032
42	2018		1024	948	975	828	1106	999	1082	1224	1011	1066	1055	849	12,167
43	2019		937	1000	1009	848	940	858	964	936	902	1001	999	887	11,281
44	2020		847	864	691	87	833	960	990	761	936	784	690	607	9,050
45	2021		452	507	645	567	612	594	624	360	470	713	748	700	6,992
46	2022		588	874	2125										3,587

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OFFICIAL INFORMATION ACT 1992

From: [David Crawford](#)
To: [M. Wood \(MIN\)](#)
Cc: [Elena Hood](#); [Tony Frost \(Parliament\)](#)
Subject: 2023 Clean Car Discount Questions
Date: Tuesday, 3 May 2022 10:51:49 am

Dear Minister

Over the last few working days, members have been seeking my guidance on a range of matters around the operation of the clean car discount for 2023.

I am unable to answer some of their questions and therefore need to seek official guidance on a number of matters. The backdrop to these questions arises from the long lead times we have for the supply of new vehicles, especially those in strong demand and for EVs. Because the supply of EV's, especially BEV's, is rationed to our market most BEV's coming to New Zealand during 2022 have already been pre-sold. Distributors are now taking orders for 2023.

If the parameters around the clean car discount for 2023 change then this not only creates a financial risk for Distributors making it also affects their model supply planning. Supplies for 2023 are already being ordered so understanding any changes to the CCD now is becoming increasingly important.

I am seeking your guidance on the following:

- Will the \$80k cap for a rebate remain for 2023 or with this change? If it changes when can we expect to be informed of this?
- Will the CO2 ranges for a discount, the neutral band and for a fee change for 2023? Again, when can we expect to be informed of this?

Kind regards

David Crawford, Chief Executive Officer

Listing_MIA



RELEASED UNDER THE OFFICIAL INFORMATION ACT 1982

From: [David Crawford](#)
To: [M. Wood \(MIN\)](#)
Cc: [Elena Hood](#); [Ewan Delany](#); [Mark Stockdale](#)
Subject: Letter from the MIA on Clean Car Discount
Date: Tuesday, 19 July 2022 2:13:37 pm
Attachments: [CCD Limit Change Request 19 July 2022.pdf](#)

Dear Minister

Please see, attached, a letter from the MIA requesting consideration be given to adjusting the Clean Car Discount Cap.

Kind regards

David Crawford, Chief Executive Officer

Listing_MIA



RELEASED UNDER THE
OFFICIAL INFORMATION ACT 1982

Tuesday 19 July 2022

Motor Industry Association (Inc)
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PO Box 31221,
Lower Hutt 5040
New Zealand

T: +64 4 972 5663
W: www.mia.org.nz

Hon Michael Wood
Minister of Transport
m.wood@ministers.govt.nz

Clean Car Discount – Request to Review the Cap Level

Dear Minister

I have been reviewing the post 1 April operationalisation of the Clean Car Discount with members of the MIA.

I am pleased to say that implementation of the full Clean Car Discount from 1 April 2022 has been without serious hiccups for the new car sector, although we have had minor issues with separating model generations (different CO2 values) in a small number of cases.

However, one matter has begun to make itself felt and that is the rising cost of production resulting in ongoing model price adjustments. Upward price creep is unavoidable.

Models that previously were in the \$70k to \$80 range are increasingly now falling into the \$80k to \$90k range, resulting in fewer models being eligible for the discount. We request that consideration is given to amending the cap limits for the 2023 calendar year.

We ask that you either:

- Lift the CCD cap from \$80,000 to \$90,000, or
- If this is not judged political acceptable, we request consideration be given to a graduated discount between \$80k and \$90k, with vehicles below \$80 receiving the full discount based on their CO2 output, vehicles between \$80k and \$85k receiving 66% of the eligible discount and vehicles from \$85k to \$90k receiving 33% of the eligible discount.

Kind regards



David Crawford
Chief Executive Officer

OFFICIAL INFORMATION ACT 1982

Hon Michael Wood

MP for Mt Roskill

Minister of Immigration

Minister of Transport

Minister for Workplace Relations and Safety



Kit Wilkerson

Kit@via.org.nz

Dear Kit,

Thank you for your email received 25 July 2022, which outlined VIA's concerns regarding the Clean Car Discount (CCD) and called for a delay to the implementation of the Clean Car Standard (CCS).

I would like to acknowledge VIA support of the CCD to date and your ongoing engagement with Waka Kotahi New Zealand Transport Agency to assist in the implementation of the discount. As with any new policy it can be expected that there will be challenges with implementation, which I recognise has often fallen to your members to help in resolving.

However it is important that these issues are seen in the wider context. In its first year, the CCD has proven a huge success with more than 57,000 light electric and non plug-in hybrid vehicles registered, resulting in significant emissions reductions across cars coming into New Zealand. It has also clearly influenced importers of vehicles, who in many cases have been importing lower emitting vehicles into the New Zealand market to meet demand – this is the scheme working as it is meant to, to clean up our fleet.

This year we have also witnessed multiple examples of the very real impacts climate change will have on our country. There remains a strong need and public expectation for the Government to continue to deliver on meaningful action on climate change. The CCS is a key component of our response and it will continue to as planned.

I have been in contact with Waka Kotahi to suggest they continue to work with VIA over use of the data they have access to. I am informed that Regulatory Services Chief Operating Officer, Brett Aldridge had a constructive conversation with VIA Chief Executive, David Vinsen, yesterday afternoon and undertook to investigate how Waka Kotahi could use the data VIA has access and to hasten the establishment of the new working group to resolve operational issues.

I continue to be open to feedback on how the implementation of both policies are going and responding to issues that are raised. I have asked senior officials at Waka Kotahi to commence an assessment of the CCD and the concerns you have raised to determine if we can iron out any remaining obstacles.

My hope is that you, and VIA's members, will continue to assist us as we work through this assessment, so the system can continue to deliver for New Zealanders and planet.

Yours sincerely,

A handwritten signature in blue ink that reads "M. Wood".

Michael Wood
Minister of Transport

From: [Kit Wilkerson](#)
To: [M Wood \(MIN\)](#)
Cc: [David Vinsen](#)
Subject: VIA's statement regarding withdrawing support for the Clean Car Programme - Embargoed
Date: Sunday, 24 July 2022 8:21:31 pm
Attachments: [VIA Clean Car Programme End of Support Press Release.pdf](#)

Good evening Minister Wood,

Per your discussion with David Vinsen, attached is VIA's statement regarding withdrawing support for the Clean Car Programme.

The statement is embargoed until it passes a final vote by the VIA Council. We expect this to occur on Tuesday, 26 July 2022.

We have been working hard with your officials to try to solve these issues, and we will continue to do so. We have also been trying to manage the negative impressions of the industry; unfortunately, the frustration within the industry is boiling over.

Feel free to contact me with any questions or clarification.

Best Regards,

Kit Wilkerson

Head of Policy and Strategy



Imported Motor Vehicle Industry Association

s 9(2)(a)

Web: www.via.org.nz

Email: kit@via.org.nz

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News Release

Not for Immediate Release

Publication Date:

VIA – Imported Motor Vehicle Industry Association
19 July 2022

VIA withdraws support for the Clean Car programme.

VIA, the Imported Motor Vehicle Industry Association, has withdrawn its support for the Clean Car Programme due to ongoing failures in implementation in the implementation of the Clean Car Discount, first phase of the programme.

While VIA continues to support the stated goal of the Clean Car Programme, to reduce carbon emissions and incentivise the transition to a carbon neutral transport system, it was never our preferred option for achieving that goal. The Programme was not appropriate for our unique supply dynamic, and we would have preferred to work with government to develop a scheme that was suitable to New Zealand. Unfortunately, that option was denied to us, so we did our best to contribute to the Clean Car Programme – providing feedback and suggestions to mould it for the New Zealand context. In the end, we were satisfied that, while not perfect, the Clean Car Programme would positively contribute toward the stated goals at a cost the industry could endure.

VIA took the decision to support the Clean Car Programme.

VIA notes, however, that there have since been a multitude of design changes and failures, both fundamental and superficial, to the Clean Car Programme that were not consulted on and only became apparent as the programme was implemented. These changes are creating conditions that VIA simply cannot support. While some of the issues might seem minor or insignificant, and others are legacy biases, the culmination of these changes in combination with aspects of the Programme we have always opposed, is contributing to unfair market conditions, increased costs to consumers and industry, decreasing public trust in parallel imports, and decreased efficacy of the Programme. We expect these issues be further aggravated by the implementation of the Clean Car Standard.

Other failures of implementation, such as the ongoing issues with the supply and acceptance of vehicle data, are such a large concern that they alone warrant and justify our cessation of support for the Programme.

The following highlights some of the reasons VIA can no longer support the Clean Car Programme (not exhaustive and in no particular order):

1. Application of a flawed safety regime to eligibility to Clean Car Programme subsidies that unfairly disadvantages light efficient used imports.
2. Unequal and unfair treatment of PHEVs depending on whether imported by a parallel importer or OEM sponsored importer.
3. Redesign of the used vehicle penalty scheme that is unfair and counter to previous agreements and first principle design justifications of the Programme.
4. The use of “unladen weight” as opposed to “tare weight” without consultation or justification.

5. Incomplete vehicle data coupled with an unwillingness to work with parallel importers to accept vehicle data.
6. The inability to accurately identify vehicles consistently.
7. A supplemental data rule, Vehicle Efficiency and Emissions Data (VEED) 2022, that prioritises the deflection of liability over the provision of accurate data.
8. The willingness to knowingly use flawed data in calculating feebates.
9. Deflection or denial of responsibility for known errors in vehicle data and in the application of that vehicle data.
10. Failure to communicate known issues with industry and the public.
11. Failure to provide appropriate communication channels or timeframes for resolving data issues.
12. Unwillingness to recognise parallel importers as responsible agents for the goods they import.
13. Unfair treatment of parallel importers versus OEM sponsored importers in the application of the VEED in general.
14. Unequal treatment of functionally new vehicles.
15. Failure to provide the industry with a letter of indemnity for knowingly allowing the government to steal from car buyers through the application of flawed or unfairly applied data.

All the points in the list above have been raised to officials at either NZTA Waka Kotahi and/or the Ministry of Transport; a few of the points are still being discussed, most of them have seemingly been ignored.

It is VIA's strong recommendation that the implementation of the Clean Car Standard be delayed until the existing flaws in the Clean Car Discount are addressed. Failure to heed VIA's recommendation will further exacerbate the current issues by the extension of the issues into the Clean Car Standard. This does not even consider the potential of compounding the issues with poor Clean Car Standard design and implementation choices, known and unknown.

The government is misleading the public by using incomplete data, resulting in unfair penalties being charged. This has been termed "carbon theft" by the industry. The public may not be aware they are being cheated, but VIA has access to accurate and comprehensive vehicle data, and we can correctly identify vehicles; we are well informed on the correct penalties and credits.

VIA, and the vehicle import industry, will not accept such unfairness when the second phase of the programme, the Clean Car Standard which will be aimed at importers, is implemented.

If the programme had been implemented as proposed and agreed, VIA would still support it.

VIA will reassess its policy position once the issues with the implementation of the Clean Car Programme have been satisfactorily addressed.

<< END >>

For more information contact Kit Wilkerson, Head of Policy and Strategy, VIA
Mobile: 021 040 3780, Email: kit@via.org.nz

About VIA: VIA is the business association that represents the interests of all businesses involved in importing, preparing, wholesaling, and retailing parallel imported vehicles that are imported into New Zealand from Japan, UK, and other source markets.



Hon Michael Wood

MP for Mt Roskill

Minister of Immigration

Minister of Transport

Minister for Workplace Relations and Safety

David Crawford
Chief Executive of the Motor Industry Association
david@mia.org.nz

09 AUG 2022

Dear David

I am writing to you regarding a review of the rebate and charge levels for the Clean Vehicle Discount scheme (the Discount).

It has been great to see the success of the Discount so far; over March and April this year there was about a 20 percent share of electric vehicles and plug-in hybrids in the brand-new passenger car market, compared to 3 percent in 2020. This would not have been possible without the hard work the vehicle industry has done to source low-emissions vehicles.

We will begin an initial review of the Discount scheme in September this year. The review will consider whether changes to the rebates or fees are needed, and will assess the following, among other items, to determine:

- the latest vehicle registration data
- the results of an imminent public survey by Waka Kotahi on vehicle purchasing intentions and knowledge of the Clean Vehicle policies
- discussions with key industry stakeholders
- whether the estimated revenue to be received from the charges is sufficient to meet the costs and expenses of the scheme, and
- elements of the Clean Vehicles Act which must be considered when setting the charges

While the primary purpose of this review is to consider the rebates and charges, I am open to considering other feedback on the operation of the scheme that does not require a change to primary legislation.

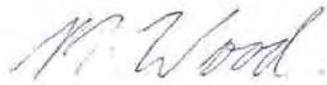
If the review concludes that changing the rebates and fees is necessary, we would carefully consider how this may affect the vehicle market. I acknowledge industry has requested a significant advance notice period ahead of making any changes to the Discount scheme and I will ensure we take this into account.

Officials will engage with vehicle industry representatives, such as yourself, as part of the Discount scheme review over the coming weeks. I encourage you to continue working with them as you have done throughout the Clean Vehicle Programme.

More specifically, I would be interested in you providing information to officials at the end of August on anticipated volumes of zero, low and high emission vehicles for the 2023 calendar year, and any assessment you have of the corresponding implications for Clean Vehicle Discount Scheme settings.

I look forward to working with you.

Sincerely

A handwritten signature in black ink that reads "M. Wood".

Hon Michael Wood
Minister of Transport

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From: [David Crawford](#)
To: [Hon Michael Wood](#)
Cc: [Elena Hood](#)
Subject: RE: URGENT - CCS and motorcycles
Date: Sunday, 28 August 2022 2:09:53 pm

Dear Minister

This is a follow up correspondence to my earlier email below, and our brief chat at the NZIDE conference on Friday, on the tricky issue of whether or not motorcycle importers will need to hold a carbon dioxide account in order to import and entry comply motorcycles.

I have sought legal advice on the scope of sections 167c and 172 of the Land Transport (Clean Vehicles) Amendment Act (hereafter referred to as the Act). The question being does this Act permit you the option of declaring Class L vehicles exempt from this requirement.

I acknowledge that what I set out below is not free from doubt.

The two over riding principles of statutory interpretation I have had regard to are:

- Regulations cannot grant a greater power than the principal Act, and
- When an Act is created, the presumption is Parliament does not make mistakes.

The line of thought I sought clarification on is:

- S.167C of the Act sets out the scope of what Parliament intended regulations pursuant to this section can do.
- S.167C (1) enables the Governor-General, by order in Council, to make regulations for all or any of the following purposes (this is Parliament, who for the purposes of statutory interpretation does not make mistakes, enabling the GG to do this)
- S.167C (1) (a) enables vehicles to be declared, for the purposes of s.172, excluded vehicles for the purposes of Part 13. I note that is the entirety of Part 13 of the Act, not just parts of it.
- S.172 is a clause that sets out interpretation of Part 13 of the Act. The definition of excluded vehicle under this section is a vehicle declared by the regulations to be an excluded vehicle for the purposes of this part (ie Part 13 of the Act).

The above indicates that Parliament intended regulations could include a list of vehicles to be declared excluded vehicles from this part of the Act. Normally regulations can't diminish the Act, but the above, in my view, indicates that Parliament intended to empower limitation through the regulation making process.

Taking this into account, it is my view that when reading s.185 of the Act, it is arguable that vehicles declared by regulation to be excluded vehicles are excluded from the purpose of this section, as s.185 is within Part 13 of the Act.

s.185 requires every importer who imports light vehicles on or after 1 December 2022 must hold a carbon dioxide account. But if a vehicle is a declared excluded vehicle under regulation, empowered under this Act to be excluded by regulation, then this section does not apply to excluded vehicles.

Therefore, if this logic holds, you can declare class L vehicles (and you may also need to declare Class AB vehicles, being e-bikes) via regulation to be excluded from the purposes of part 13 of the Act.

I understand officials may not share my view of how the Act may be interpreted.

Kind regards
David Crawford
MIA.

From: Hon Michael Wood <Michael.Wood@parliament.govt.nz>
Sent: Monday, 22 August 2022 3:03 pm
To: David Crawford <david@mia.org.nz>
Subject: RE: URGENT - CCS and motorcycles

Hi David – just picked up your email below. Am having a look into this, thanks for raising.

Michael

From: David Crawford [<mailto:david@mia.org.nz>]
Sent: Thursday, 18 August 2022 4:41 PM
To: M Wood (MIN) <M.Wood@ministers.govt.nz>; Ewan Delany <E.Delany@transport.govt.nz>; Sigurd Magnusson <S.Magnusson@transport.govt.nz>; Jemima de Lacey <j.delacey@transport.govt.nz>
Cc: Elena Scheule <Elena.Scheule@parliament.govt.nz>; Tony Frost <Tony.Frost@parliament.govt.nz>
Subject: URGENT - CCS and motorcycles

Dear Minister

I need to urgently raise with you whether it was your intention to include in the Land Transport (Clean Vehicles) Amendment Act 2022 the requirement for motorcycle importers to hold CO2 accounts as part of the CCS scheme.

We were not expecting this outcome, officials had been very clear with us that motorcycles are not part of the CCS. However, we recently learnt that officials now believe motorcycle importers must set up a CO2 account by 1 December.

Motorcycles are not included in a Type A or a Type B vehicle. However, the way the Act is written officials have now confirmed with us that motorcycle importers will need to set up a CO2 account and meet the obligations of an account holder by 1 December this year.

The problems with this are:

- They are not ready as the expectation is they are not part of the clean car standard and arguably under the Act they are not. A CO2 account for motorcycle importers is a bureaucratic and meaningless encumbrance given the intent of the Act.
- Motorcycle importers do not have the tools available to do this as motorcycles are not required to meet any vehicle exhaust emissions standard which is where fuel consumption and CO2 emission data is derived from.
- VINDirect is being rewritten to aid light passenger and light commercial vehicle importers to load the necessary information but motorcycle development is not until next year.
- There has been no expectation they need to do this and they do have any business tools

in place to do undertake this obligation.

This is a significant concern, one which my members will want me to be very vocal about publicly. Officials advise that you cannot write the regulations to exclude (exempt) Class L vehicles (motorcycles) for the requirement to have a CO2 account.

We urgently seek your views on this matter.

David Crawford, Chief Executive Officer

Listing_MIA

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ELEASSED
- L INFORM

From: [David Crawford](#)
To: [M Wood \(MIN\)](#); [Elena Hood](#); [Ewan Delany](#)
Cc: [Mark Stockdale](#)
Subject: Letter from the MIA on how to exclude Class L Vehicles from the ambit of the CCS.
Date: Friday, 23 September 2022 10:57:35 am
Attachments: [Ltr to Minister of Transport on how to exclude Class L vehicles from CCS obligations 23 Sept 2022.pdf](#)

Dear Minister

Our attachment refers.

David Crawford, Chief Executive Officer

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**MOTOR INDUSTRY
ASSOCIATION**
INCORPORATED

Motor Industry Association (Inc)
2 Brook Street,
Lower Hutt 5010
PO Box 31221,
Lower Hutt 5040
New Zealand

T: +64 4 972 5663
W: www.mia.org.nz

Friday 23 September

Hon Michael Wood
Minister of Transport
m.wood@ministers.govt.nz

Copy: Ewen Delany
Manager – Environment, Emissions and Adaptation
E.Delany@transport.govt.nz
Ministry of Transport

Mechanism to Exclude Class L Vehicles (motorcycles and mopeds) from CCS obligations using Regulations

Dear Minister

We have been exploring how to exclude Class L vehicles, being motorcycles and mopeds, from the ambit of the Clean Car Standard.

Initially we thought all you had to do is make Class L Vehicles an excluded vehicle, as permitted under s.172 of the Land Transport (Clean Vehicles) Amendment Act 2022 (the Act). We provided our arguments on this point in our submission on the draft regulations.

However, upon further legal examination we now agree this step alone is not enough. In this regard our views partially line up with that of officials, as far as we understand their views.

Problem Statement

It was never intended to include Class L vehicles within the ambit of the Clean Car standard.

Unless they are excluded, either by regulation or by an amendment to the Act, then come 1 December 2022 importers of new and used Class L vehicles will need to set up a carbon dioxide account pursuant to s.185 of the Act. They will need to then load their account number for each Class L VIN they entry certify to comply with the new entry certification requirements.

Processes to enable attachment of the account number to Class L vehicle VINS is not yet available in the NZTA system.

MIA Legal advice

The MIA obtained legal advice to ascertain if a vehicle is declared an excluded vehicle in the regulations, what obligations is it excluded from?

On receiving this advice we asked a further question being 'is it possible to exclude Class L vehicles via regulation making powers included in the Act'.

The answer we received from our first questions is:

The definition of "excluded vehicle" only practically applies to the definition of type A and B vehicles in s 172. By extension it applies to every section of Part 13 that deals with category A and B vehicles).

Excluded vehicles are exempt from the obligations pertaining to category A and B vehicles, but not from those applying to all imported light vehicles.

The answer to our second question is (emphasis mine):

I have previously advised you of my view that the ability to have a vehicle declared to be an excluded vehicle only applies to Type A and Type B vehicles and not to light vehicles.

As you have pointed out the definition of Type A vehicles in section 172 does contemplate that regulations may be declaring any vehicle or class of vehicle to be a Type A vehicle for the purposes of Part 13. The significance of this is that if motorcycles can be declared by regulations to be a Type A vehicle then regulations can be made declaring them to be an excluded vehicle.

Section 167C(1)(a) and (b) contains the relevant regulation making powers. I appreciate this is a roundabout way of excluding motor cycles but I don't see any issue with it. Importantly motorcycles would only be declared to be a Type A vehicle for the purpose of Part 13.

Once a vehicle is excluded then the requirements of Part 13 do not apply. This goes beyond the fees and charges provisions and there would be no need for motor cycle importers to maintain a CO2 account.

The Solution

Based on our legal, it is the MIA's considered view that there is a two step process to excluded Class L Vehicles from having to hold a carbon dioxide account under s.185 of the Act.

This is:

- By regulation, empowered by s.172 of the Act with reference to the definition of **Type A vehicle** (b), declare Class L vehicles to be a Type A Vehicle
- Also by regulation, empowered by s.172 of the Act with reference to the definition of **excluded vehicle**, declare Class L vehicles to be an excluded vehicle.

We apologise for the lateness of our reply in terms of feedback on the draft regulations, but as you can appreciate this is a tricky issue to consider and it has taken some time for us to fully appreciate how the Act is written and how it can reasonably be interpreted.

I have asked to meet with you to discuss our views before you take the final regulations to Cabinet for approval.

Kind regards

A handwritten signature in black ink, appearing to read 'D. Crawford', written in a cursive style.

David Crawford
Chief Executive Officer.

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LINEFORM

From: David Crawford [<mailto:david@mia.org.nz>]
Sent: Monday, 3 October 2022 5:19 PM
To: M Wood (MIN) <M.Wood@ministers.govt.nz>; Elena Scheule <Elena.Scheule@parliament.govt.nz>; Ewan Delany <E.Delany@transport.govt.nz>
Cc: Mark Stockdale <mark@mia.org.nz>; Sigurd Magnusson <S.Magnusson@transport.govt.nz>; Emma Petersen <E.Petersen@transport.govt.nz>
Subject: Further MIUA advice on excluding Class L vehicles from the ambit of the CCS

Dear Minister

Please see the attached letter which follows on from this morning's meeting.

Kind regards
David Crawford, Chief Executive Officer

Listing_MIA

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LEASED
I L INFORM

From: [Sam Jaffe](#)
To: ["Chris Stephenson"](#)
Cc: [Travis Mills](#)
Subject: RE: Thanks from the VIA for the Ministers time.
Attachments: [image001.png](#)

Hi Chris,

Thanks very much for your email and for your time yesterday. I felt that the meeting was indeed constructive.

As per [s 9\(2\)\(a\)](#) email this morning, I'll give you a ring (along with my colleague Travis Mills, our press secretary) to talk through your announcement to VIA members tomorrow.

Thanks,

Samuel Jaffe | Ministerial Advisor to Hon Michael Wood

[s 9\(2\)\(a\)](#) E: samuel.jaffe@parliament.govt.nz

Parliament Buildings, Wellington, New Zealand

Authorised by Michael Wood, Parliament Buildings, Wellington

ET 1982

From: Chris Stephenson [mailto:chris@enterprisemg.co.nz]
Sent: Wednesday, 19 October 2022 10:34 AM
To: Sam Jaffe <Samuel.Jaffe@parliament.govt.nz>
Subject: Thanks from the VIA for the Ministers time.

Morning Sam,

I was hoping you could please pass on to the Minister my thanks for his time yesterday, I know he is very busy at the moment. The VIA and our broader industry really do value the relationship and hope to keep it as close and constructive as possible.

I gave you my card with contact details, if you ever need anything my cell phone is the best way to reach me [s 9\(2\)\(a\)](#)

Kind Regards,

Chris Stephenson | CEO

Automotive Retail | Finance | Technology

Enterprise Motor Group | Community Financial Services | SatNav NZ

Level 1, 2-4 Sultan Street, Ellerslie, Auckland, 1051

PO Box 11096, Ellerslie, Auckland 1542

[s 9\(2\)\(a\)](#)

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LEASED
/ L INFORM

From: [Chris Stephenson](#)
To: [Sam Jaffe](#)
Cc: [Travis Mills](#)
Subject: RE: Thanks from the VIA for the Ministers time.
Date: Thursday, 20 October 2022 2:15:43 pm
Attachments: [image001.png](#)

Hi Sam,

Thanks for the call yesterday about the VIA Alert, this will probably go out later today, although given our expectation of the Ministers decision this afternoon it will quickly become redundant.

In keeping with the collaborative spirit we have all benefited from these past few weeks, I wanted to make sure we didn't catch the Minister by surprise when we start talking to the media and our industry post his announcement. Below is a recap of the points I raised over the phone with you. Obviously not an exhaustive list, but enough to give you context.

At a high level our talking points will be;

1. CCS was complex and a big project to deliver
2. Start dates were already in legislation, which limited some of Waka Kotahi / MoT / The Ministers options
3. VIA had continued to raise a delay as the best solution for mitigating the risks to industry, but acknowledge that changing the legislation would have been difficult
4. WK engaged with VIA about 8-10 weeks ago asking for our help and involvement in landing the CCS programme in time for the Jan 1 start date
5. VIA has been working constructively with WK, MoT and the Minister Office to try and find a solution
6. VIA wasn't able to talk about this earlier as we had given WK etc our assurance they could share information freely without it being shared widely and that this was critical for us to achieve the outcomes that we have today.
7. WK had raised an initial solution that allowed CCS to start on 1-Jan but it was significantly manual and that was going to add days if not weeks to the onshore importation process
8. That VIA raised this as catastrophic for our industry making WK reconsider its plan
9. That WK went back to the drawing board, using our feedback to develop this new staged implementation approach, which while not perfect mitigates that catastrophic risk
10. That VIA meet with the Minister and raised our two key concerns with the staged approached (Lack of awareness and education + delayed billing)
11. And that the Minister asked we continue to work with WK through the staged delivery to try and reduce the impact on industry of those two items
12. Thank WK and MoT for their hard work, when faced with a difficult challenge
13. Thank the Minister for making a pragmatic decision

Obviously, everything in here is accurate and truthful, including our thanks and praise for WK, MoT and the Minister. Given there is still lots for us (VIA and WK) to do we don't intent to deliberately pull and punches, but at the end of the day we can't dictate the angle our trade media may decide to put on things, especially given the current lack of regulations, and late in the piece announcement.

Lastly, we are happy to have this constructive channel open, the Minister now has my contact details along with David's, so if there is anything he needs in the future please feel free to reach

out.

Kind regards,

Chris Stephenson | CEO

Automotive Retail | Finance | Technology

Enterprise Motor Group | Community Financial Services | SatNav NZ

Level 1, 2-4 Sultan Street, Ellerslie, Auckland, 1051

PO Box 11096, Ellerslie, Auckland 1542

s 9(2)(a)

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From: Chris Stephenson

Sent: Wednesday, 19 October 2022 12:15 pm

To: Sam Jaffe <Samuel.Jaffe@parliament.govt.nz>

Cc: Travis Mills <Travis.Mills@parliament.govt.nz>

Subject: RE: Thanks from the VIA for the Ministers time.

That's brilliant thank you.

Talk then.

Chris

From: Sam Jaffe <Samuel.Jaffe@parliament.govt.nz>

Sent: Wednesday, 19 October 2022 12:05 pm

To: Chris Stephenson <chris@enterprisemg.co.nz>

Cc: Travis Mills <Travis.Mills@parliament.govt.nz>

Subject: RE: Thanks from the VIA for the Ministers time.

Hi Chris,

Thanks very much for your email and for your time yesterday. I felt that the meeting was indeed constructive.

As per s 9(2)(a) email this morning, I'll give you a ring (along with my colleague Travis Mills, our

From: [Chris Stephenson](#)
To: [Sam Jaffe](#)
Subject: Thanks from the VIA for the Ministers time.
Date: Wednesday, 19 October 2022 10:33:57 am
Attachments: [image001.png](#)

Morning Sam,

I was hoping you could please pass on to the Minister my thanks for his time yesterday, I know he is very busy at the moment. The VIA and our broader industry really do value the relationship and hope to keep it as close and constructive as possible.

I gave you my card with contact details, if you ever need anything my cell phone is the best way to reach me [s 9\(2\)\(a\)](#)

Kind Regards,

Chris Stephenson | CEO

Automotive Retail | Finance | Technology

Enterprise Motor Group | Community Financial Services | SatNav NZ

Level 1, 2-4 Sultan Street, Ellerslie, Auckland, 1051

PO Box 11096, Ellerslie, Auckland 1542

[s 9\(2\)\(a\)](#)

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From: [Chris Stephenson](#)
To: [Sam Jaffe](#)
Subject: Industry question on the Clean Car Standard - Can the Minister provide comment please
Date: Wednesday, 2 November 2022 10:31:40 am
Attachments: [image001.png](#)

Hi Sam,

The team and I from the VIA have continued to work with Waka Kotahi on the CCS implementation along the MoT, it was pleasing to see the Regs come out the other day, but we still have the pressing concern of the legislative change.

VIA, Industry and WK are all working towards a phased implementation for CCS, but the mechanism to deliver the phased approach is the legislation enabling it. Without it WK and industry will default to the current legislation which will require WK to deliver a fully manual process from 1-Jan – this being nothing short of a disaster for the industry!

I can't emphasise that point enough, it is not hyperbole, the onshore part of our importation process will grind to a halt and within 2 or 3 week be overwhelmed by thousands of cars.

I know the Minister has a lot on his plate and with only 5 weeks left in the year to get it all done, I was wondering what assurances he could give VIA and the industry that the changes will be delivered in time?

As I'm sure he understands and appreciates, as businesspeople we remain nervous until we know for sure that these significant risks have been mitigated.

Kind regards,

Chris Stephenson | CEO

Automotive Retail | Finance | Technology

Enterprise Motor Group | Community Financial Services | SatNav NZ

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PO Box 11096, Ellerslie Auckland 1542

s 9(2)(a)

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process will grind to a halt and within 2 or 3 week be overwhelmed by thousands of cars.

I know the Minister has a lot on his plate and with only 5 weeks left in the year to get it all done, I was wondering what assurances he could give VIA and the industry that the changes will be delivered in time?

As I'm sure he understands and appreciates, as businesspeople we remain nervous until we know for sure that these significant risks have been mitigated.

Kind regards,

Chris Stephenson | CEO

Automotive Retail | Finance | Technology

Enterprise Motor Group | Community Financial Services | SatNav NZ

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From: [M Wood \(MIN\)](#)
To: [David Crawford](#)
Subject: RE: Land Transport (Clean Vehicles) Amendment Bill No2

Tēnā koe David,

On behalf of Hon Michael Wood, Minister of Transport, thank you for your email of 24 November 2022 regarding the Land Transport (Clean Vehicles) Amendment Bill No2. Your comments have been provided to the Minister for his information.

Ngā mihi,

Office of Hon Michael Wood

Minister for Workplace Relations and Safety | Minister of Transport | Minister of Immigration

Private Bag 18041 | Parliament Buildings | Wellington 6160 | New Zealand

Office Phone: +64 4 817 8731 Email: M.Wood@ministers.govt.nz

From: David Crawford [mailto:david@mia.org.nz]
Sent: Thursday, 24 November 2022 1:06 PM
To: M Wood (MIN) <M.Wood@ministers.govt.nz>
Cc: Elena Hood <Elena.Hood@parliament.govt.nz>
Subject: Land Transport (Clean Vehicles) Amendment Bill No2

Dear Minister

I have today been listening to the debate in the house as this bill went through its stages. Lots of misinformation and I can see why you would have been hesitant to bring this amendment with the mud slinging that goes on in the House.

Nevertheless, the I am grateful you have included in the amendment clarification to exclude mopeds and motorcycles from the ambit of the clean car standard. My members have today breathed a sigh of relief and echo my gratitude.

Kind regards

David Crawford, Chief Executive Officer

Listing_MIA



From: [Chris Stephenson](#)
To: [Travis Mills](#)
Cc: [William Blackler](#); [Sam Jaffe](#)
Subject: RE: Clean Car Standard phased implementation
Date: Monday, 21 November 2022 7:40:07 pm
Attachments: [image003.png](#)
[image004.png](#)

Hi Travis,

Thanks for sharing this with me. Please pass on my thanks and congratulations to the Minister for getting this done at such a busy time of the year.

Kind regards,

Chris Stephenson | CEO

Automotive Retail | Finance | Technology

Enterprise Motor Group | Community Financial Services | SatNav NZ

Level 1, 2-4 Sultan Street, Ellerslie, Auckland, 1051

PO Box 11096, Ellerslie, Auckland 1542

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From: Travis Mills <Travis.Mills@parliament.govt.nz>
Sent: Monday, 21 November 2022 6:24 pm
To: Chris Stephenson <chris@enterprisemg.co.nz>
Cc: William Blackler <William.Blackler@parliament.govt.nz>; Sam Jaffe <Samuel.Jaffe@parliament.govt.nz>
Subject: Clean Car Standard phased implementation
Importance: High

Hi Chris,

I hope you're well. Please find below a copy of an embargoed PR the Minister intends to release tomorrow at noon regarding the Clean Car Standard.

I'll give you a call in the morning to discuss,

Thanks
Trav

Travis Mills (he/him) | Press Secretary to Hon Michael Wood

s 9(2)(a) | E Travis.Mills@parliament.govt.nz

Parliament Buildings, Wellington, New Zealand

Authorised by Michael Wood, Parliament Buildings, Wellington

Hon Michael Wood

Minister of Transport

EMBARGOED UNTIL 12PM

22 November 2022

PĀNUI ĀPAHO
MEDIA STATEMENT

Driving ahead with the Clean Car Standard

Following discussions with vehicle importers, the Government has confirmed the Clean Car Standard will be phased in from 1 December 2022, significantly reducing the CO₂ emissions of light vehicles in New Zealand, announced Transport Minister Michael Wood.

“Emissions from our light vehicle fleet are the single largest source of transport emissions in New Zealand, thanks in part to us having some of the most fuel inefficient and emissions intensive vehicles in the OECD,” Michael Wood said.

“This costs Kiwis at the pump and it’s damaging our health and the environment. We need to increase the supply of fuel-efficient vehicles and give New Zealanders more choice in the variety of low and zero emissions vehicles while also doing our bit for global climate change. The Standard will help us do this.

“From 1 January 2023 imported vehicles incur a credit or charge based on CO₂ emissions. The phase-in will see charges deferred until June 2023 to ensure a smooth implementation for the industry. The system encourages importers to bring in a sufficient number of low and zero emission vehicles that attract credits to offset the charges applied to higher emitting vehicles.

“We have worked alongside the industry to confirm an implementation schedule that balances a successful implementation with the need for action,” Michael Wood said. The Clean Car Standard requires vehicle importers to progressively reduce the CO₂ emissions of the light vehicles, both new and used, they bring into New Zealand. This is

achieved by setting CO₂ targets which get more ambitious year by year.

“The Clean Car Standard will encourage importers to bring in vehicles with lower emissions, that burn less fuel and will stop New Zealand being the dumping ground for the dirtiest vehicles in the world,” Michael Wood said

“This is a scheme aimed at importers, not the general public who will continue to benefit from the Clean Car Discount scheme, which is seeing record numbers of electric vehicles and hybrids being imported and bought by New Zealanders. I regularly hear from importers about how the upcoming introduction of the Clean Car Standard is helping them access cleaner vehicles for the New Zealand market.

The Standard will complement this work with greater choices for consumers.

“The Clean Car Standard is one of a number of initiatives in the Emissions Reduction Plan to reduce emissions, improving our health, our environment and our wellbeing,” Michael Wood said.

Media contact: Travis Mills s 9(2)(a)

Editor’s note:

Legislation to enable the phased implementation will be passed under urgency this week.

The Clean Car Standard works by providing credits to importers for low or no emission vehicles and imposing charges depending on the CO₂ ratings of the vehicles bought into the country.

High-emission vehicles will still be able to be imported but their emissions must be offset by the import of lower-emission ones. If vehicle importers do not import sufficient volumes of low emission vehicles to offset their high emission vehicles charges will apply.

The legislation for the Clean Car Standard was passed in February 2022. The regulations that set formulas for the weight adjustment of targets, specify the types of vehicles excluded and other details related to CO₂ accounts can be found here:

<https://www.legislation.govt.nz/regulation/public/2022/0285/latest/LMS773853.html>

The Clean Car Standard covers most light-vehicles being imported into New Zealand, except for mopeds or motorcycles which have been excluded.

More information on the Clean Car Standard can be found:

<https://www.nzta.govt.nz/vehicles/clean-car-programme/clean-car-standard/>

Timeframes

- **1 December 2022** - all vehicle importers must hold a CO₂ account, where the CO₂ emission ratings of their vehicles will be recorded. Without this information, vehicles will not be able to complete entry to New Zealand and be registered.
- **1 January 2023** - the CO₂ emission ratings of vehicles start to count towards the achievement of the CO₂ targets. For vehicle importers complying on a “pay-as-you-go” basis, each vehicle will incur a charge, or a credit, based on its CO₂ emissions. Credits can be used to offset charges or be transferred to other importers.
- **1 June 2023** – charges to be paid and credits can be transferred from this date.

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From: [David Crawford](#)
To: [M. Wood \(MIN\)](#)
Cc: [Elena Hood](#)
Subject: Land Transport (Clean Vehicles) Amendment Bill No2
Date: Thursday, 24 November 2022 1:06:05 pm

Dear Minister

I have today been listening to the debate in the house as this bill went through its stages. Lots of misinformation and I can see why you would have been hesitant to bring this amendment with the mud slinging that goes on in the House.

Nevertheless, the I am grateful you have included in the amendment clarification to exclude mopeds and motorcycles from the ambit of the clean car standard. My members have today breathed a sigh of relief and echo my gratitude.

Kind regards

David Crawford, Chief Executive Officer

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From: [David Crawford](#)
To: [Barbara Kuriger](#); [Brent Johnston](#); [David Crawford](#); [Elena Hood](#); [Ewan Delany](#); [Haobo Wang](#); [Helen White](#); [J Genter \(MIN\)](#); [Jason FAMILTON](#); [Kerry Lambeth \(Parliament\)](#); [M Wood \(MIN\)](#); [Sigurd Magnusson](#); [Simeon Brown](#); [Simon Court](#)
Subject: MIA Press Release new vehicles Sales Nov 2022
Date: Friday, 2 December 2022 5:11:19 pm
Attachments: [Vizulite BEV PHEV HEV Nov 2022.xlsx](#)
[Registration data -1975 onwards YTD November 2022.xlsx](#)
[November 2022 Sales Table.xlsx](#)
[November 2022 New Vehicle Sales Press Release.docx](#)

Hi all

Please find attached:

- MIA Press Release on Nov new vehicle sales
- Sales table
- 1975 Reg table
- Table on sales of BEVs PHEVs and HEV vehicles.

Kind regards

David Crawford, Chief Executive Officer

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BEV Passenger by Model - November 2022

Marque and Model by Year Breaks filtered by: Motive Power: Electric; Vehicle Type: Passenger Car / Van

Reference: Total

Marque and Model	Current Month		YTD Current Year		Current Month Last Year		YTD Last	
	Sales	Share	Sales	Share	Sales	Share	Sales	Share
Total	2488	2488	13469	13469	915	915	5586	5586
TESLA MODEL Y	1099	44%	3358	25%	0	0%	0	0%
BYD ATTO 3	475	19%	1368	10%	0	0%	0	0%
TESLA MODEL 3	266	11%	2368	18%	408	45%	2652	47%
MG ZS	212	9%	820	6%	120	13%	822	15%
POLESTAR POLESTAR 2	108	4%	796	6%	10	1%	12	0%
HYUNDAI IONIQ 5	46	2%	459	3%	100	11%	165	3%
NISSAN LEAF	38	2%	292	2%	9	1%	85	2%
HYUNDAI KONA	38	2%	746	6%	64	7%	687	1%
KIA NIRO	29	1%	328	2%	25	3%	194	3%
HYUNDAI IONIQ	27	1%	278	2%	27	3%	181	3%
PEUGEOT 208	20	1%	309	2%	28	3%	64	1%
BMW I	19	1%	272	2%	16	2%	33	1%
VOLVO C40	19	1%	33	0%	0	0%	0	0%
VOLVO XC40	16	1%	16	0%	0	0%	0	0%
OPEL MOKKA	11	0%	26	0%	0	0%	0	0%
KIA EV6	8	0%	680	5%	0	0%	0	0%
MINI HATCH	7	0%	243	2%	12	1%	111	2%
LEXUS UX300E	7	0%	165	1%	29	3%	29	1%
MERCEDES-BENZ EQA	7	0%	195	1%	2	0%	63	1%
AUDI E-TRON	5	0%	115	1%	11	1%	99	2%
MERCEDES-BENZ EQC	5	0%	160	1%	9	1%	99	2%
OPEL CORSA	5	0%	10	0%	0	0%	0	0%
BMW 4 SERIES	4	0%	52	0%	0	0%	0	0%
PEUGEOT 2008	4	0%	125	1%	20	2%	24	0%
LDV MIFA	4	0%	4	0%	0	0%	0	0%
JAGUAR I-PACE	2	0%	66	0%	2	0%	36	1%
KIA NIRO PLUS	2	0%	9	0%	0	0%	0	0%
MAZDA MX-30	2	0%	31	0%	1	0%	42	1%
AUDI E-TRON GT	1	0%	44	0%	9	1%	52	1%
FIAT 500E	1	0%	1	0%	0	0%	0	0%
MERCEDES-BENZ EQS	1	0%	9	0%	0	0%	0	0%
FIAT 500	0	0%	11	0%	0	0%	0	0%
SSANGYONG KORANDO	0	0%	1	0%	0	0%	0	0%
VOLKSWAGEN GOLF	0	0%	0	0%	0	0%	5	0%
MERCEDES-BENZ V-CLASS	0	0%	2	0%	0	0%	0	0%
RENAULT ZOE	0	0%	6	0%	11	1%	32	1%
TESLA MODEL S	0	0%	0	0%	0	0%	4	0%
TESLA MODEL X	0	0%	0	0%	0	0%	3	0%
AUDI Q4	0	0%	1	0%	0	0%	0	0%
FORD MUSTANG MACH-E	0	0%	2	0%	0	0%	0	0%
GENESIS G80	0	0%	2	0%	0	0%	0	0%
GENESIS GV60	0	0%	1	0%	0	0%	0	0%
GENESIS GV70	0	0%	1	0%	0	0%	0	0%
MERCEDES-BENZ EQB	0	0%	19	0%	0	0%	0	0%
PORSCHE TAYCAN	0	0%	43	0%	2	0%	92	2%
VOLKSWAGEN ID.4	0	0%	2	0%	0	0%	0	0%

Commercial Light by Model - November 2022

Marque and Model by Year Breaks filtered by: Motive Power: Electric; Vehicle Type: commercial vehicle sales; GVM Split: Up To 3500Kg

Reference: Total

Marque and Model	Current Month		YTD Current Year		Current Month Last Year		YTD Last	
	Sales	Share	Sales	Share	Sales	Share	Shares	Sales
Total	65	65	329	329	10	10	76	76
LDV ET60	51	78%	62	19%	0	0%	0%	0
LDV EDELIVER 3	10	15%	177	54%	7	70%	78%	59
LDV EDELIVER 9	4	6%	49	15%	0	0%	0%	0
MERCEDES-BENZ SPRINTER	0	0%	5	2%	0	0%	0%	0
MERCEDES-BENZ VITO	0	0%	24	7%	0	0%	0%	0
PEUGEOT PARTNER	0	0%	1	0%	0	0%	0%	0
RENAULT KANGOO	0	0%	11	3%	3	30%	13%	10
LDV V80	0	0%	0	0%	0	0%	8%	6
LDV DELIVER 9	0	0%	0	0%	0	0%	1%	1

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Commercial Heavy by Model - November 2022

Marque and Model by Year Breaks filtered by: Motive Power: Electric; Vehicle Type: commercial vehicle sales; GVM Split: Over 3500Kg

Reference: Total

Marque and Model	Current Month		YTD Current Year		Current Month Last Year		YTD Last	
	Sales	Share	Sales	Share	Sales	Share	Shares	Sales
Total	23	23	135	135	20	20	93	93
FACTORY BUILT GEELY	15	65%	16	12%	0	0%	0%	0
CRRC ET12MAX	5	22%	62	46%	0	0%	26%	24
FORD TRANSIT	2	9%	2	1%	0	0%	0%	0
FACTORY BUILT YANGZHOU YA	1	4%	10	7%	0	0%	0%	0
ALEXANDER DENNIS ENVIRO 20	0	0%	2	1%	0	0%	2%	2
SCANIA 230	0	0%	1	1%	0	0%	0%	0
SCANIA P	0	0%	1	1%	0	0%	0%	0
FACTORY BUILT YUTONG	0	0%	11	8%	14	70%	20%	19
LDV EV80	0	0%	0	0%	1	5%	5%	5
FACTORY BUILT CRRC	0	0%	0	0%	0	0%	13%	12
FACTORY BUILT GLOBAL BUS VE	0	0%	0	0%	0	0%	4%	4
FACTORY BUILT YANGZHOU	0	0%	1	1%	0	0%	0%	0
FOTON BJ	0	0%	1	1%	0	0%	0%	0
FUSO ECANTER	0	0%	0	0%	0	0%	1%	1
FUSO ECANTER 6	0	0%	2	1%	0	0%	0%	0
FUSO ECANTER 8	0	0%	15	11%	1	5%	8%	7
JAC N55EV	0	0%	2	1%	0	0%	0%	0
XCMG E300	0	0%	2	1%	2	10%	11%	10
XCMG E700	0	0%	3	2%	0	0%	1%	1
YANGTSE MOTOR GROUP UT20	0	0%	0	0%	0	0%	1%	1
YANGTSE MOTOR GROUP UT20	0	0%	3	2%	2	10%	8%	7
ZEMTEC E-CITY	0	0%	1	1%	0	0%	0%	0

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PHEV Passenger by Model - November 2022

Marque and Model by Year Breaks filtered by: Motive Power: Plug-in Petrol Hybrid; Vehicle Type: Passenger Car / Van

Reference: Total

Marque and Model	Current Month		YTD Current Year		Current Month Last Year		YTD Last	
	Sales	Share	Sales	Share	Sales	Share	Sales	Share
Total	542	542	6871	6871	432	432	2312	2312
mitsubishi Eclipse Cross	202	37%	2562	37%	171	40%	703	30%
MITSUBISHI OUTLANDER	164	30%	2190	32%	100	23%	602	26%
MG HS	42	8%	631	9%	40	9%	234	10%
FORD ESCAPE	29	5%	86	1%	35	8%	73	3%
HYUNDAI IONIQ	16	3%	231	3%	29	7%	84	4%
MINI COUNTRYMAN	15	3%	185	3%	8	2%	119	5%
KIA NIRO	11	2%	86	1%	1	0%	15	1%
VOLVO XC60	8	1%	55	1%	0	0%	14	0%
MERCEDES-BENZ GLC	7	1%	39	1%	4	1%	45	2%
VOLKSWAGEN T7	6	1%	89	1%	0	0%	0	0%
SKODA OCTAVIA	5	1%	64	1%	10	2%	10	0%
LAND ROVER RANGE ROVER VELAR	5	1%	47	1%	0	0%	1	0%
PEUGEOT 3008	4	1%	78	1%	0	0%	50	2%
PORSCHE CAYENNE	4	1%	33	0%	0	0%	21	1%
MERCEDES-BENZ C-CLASS	4	1%	34	0%	0	0%	4	0%
LEXUS NX	4	1%	78	1%	0	0%	0	0%
BMW X5	3	1%	41	1%	1	0%	35	2%
BMW X3	2	0%	10	0%	1	0%	68	3%
PORSCHE PANAMERA	2	0%	15	0%	0	0%	2	0%
SKODA SUPERB	2	0%	62	1%	6	1%	38	2%
LAND ROVER RANGE ROVER EVOQUE	2	0%	20	0%	0	0%	0	0%
CITROEN C5 AIRCROSS	2	0%	2	0%	0	0%	0	0%
BMW 3 SERIES	1	0%	15	0%	3	1%	30	1%
BMW 5 SERIES	1	0%	7	0%	0	0%	3	0%
JAGUAR F-PACE	1	0%	20	0%	0	0%	3	0%
FORD TRANSIT	0	0%	2	0%	0	0%	1	0%
KIA SORENTO	0	0%	59	1%	8	2%	34	1%
LAND ROVER DEFENDER	0	0%	20	0%	0	0%	0	0%
LAND ROVER RANGE ROVER	0	0%	2	0%	0	0%	1	0%
TOYOTA PRIUS	0	0%	2	1%	8	2%	54	2%
VOLVO XC90	0	0%	25	0%	2	0%	18	1%
BMW 2 SERIES	0	0%	0	0%	0	0%	1	0%
MERCEDES-BENZ A-CLASS	0	0%	10	0%	1	0%	12	1%
VOLVO XC40	0	0%	15	0%	4	1%	31	1%
AUDI Q3 SPORTBACK	0	0%	1	0%	0	0%	0	0%
FERRARI SF90 STRADALE	0	0%	4	0%	0	0%	6	0%
MCLAREN ARTURA	0	0%	1	0%	0	0%	0	0%

Hybrid Passenger by Model - November 2022

Marque and Model by Year Breaks filtered by: Motive Power: Petrol Hybrid; Vehicle Type: Passenger Car / Van

Reference: Total

Marque and Model	Current Month		YTD Current Year		Current Month Last Year		YTD Last	
	Sales	Share	Sales	Share	Sales	Share	Sales	Share
Total	1704	1704	16340	16340	1458	1458	12558	12558
TOYOTA RAV4	380	22%	3608	22%	552	38%	4152	33%
HONDA JAZZ	189	11%	1787	11%	128	9%	580	5%
TOYOTA COROLLA CROSS	167	10%	371	2%	0	0%	0	0%
TOYOTA COROLLA	160	9%	1386	8%	181	12%	1848	15%
TOYOTA YARIS CROSS	118	7%	1090	7%	84	6%	792	6%
TOYOTA HIGHLANDER	98	6%	1234	8%	121	8%	885	7%
TOYOTA C-HR	77	5%	459	3%	101	7%	877	7%
SUZUKI SWIFT	74	4%	503	3%	10	1%	329	3%
HAVAL H6	71	4%	461	3%	0	0%	0	0%
TOYOTA YARIS	64	4%	992	6%	72	5%	793	6%
FORD PUMA	56	3%	240	1%	0	0%	0	0%
KIA NIRO	42	2%	654	4%	30	2%	420	3%
HYUNDAI KONA	30	2%	211	1%	0	0%	0	0%
TOYOTA CAMRY	23	1%	246	2%	26	2%	374	3%
KIA SORENTO	17	1%	270	2%	23	2%	124	1%
HYUNDAI IONIQ	17	1%	882	5%	4	0%	264	2%
VOLVO XC60	15	1%	158	1%	12	1%	69	1%
VOLVO XC40	14	1%	57	0%	0	0%	0	0%
HYUNDAI SANTA FE	13	1%	42	0%	0	0%	1	0%
MAZDA CX-30	13	1%	137	1%	8	1%	93	1%
MAZDA MX-30	11	1%	152	1%	24	2%	106	1%
LEXUS RX450H	7	0%	187	1%	15	1%	162	1%
FORD FOCUS	5	0%	99	1%	0	0%	0	0%
SUBARU XV	5	0%	90	1%	3	0%	28	0%
HYUNDAI TUCSON	4	0%	72	0%	0	0%	0	0%
MAZDA MAZDA3	4	0%	77	0%	3	0%	48	0%
SUBARU FORESTER	4	0%	26	0%	1	0%	11	0%
LEXUS IS300H	4	0%	64	0%	1	0%	46	0%
MASERATI LEVANTE	4	0%	20	0%	0	0%	0	0%
LEXUS UX250H	4	0%	126	1%	15	1%	189	2%
VOLVO XC90	3	0%	103	1%	9	1%	31	0%
LEXUS NX	3	0%	110	1%	0	0%	0	0%
MERCEDES-BENZ C-CLASS	2	0%	173	1%	0	0%	0	0%
VOLVO S60	1	0%	9	0%	0	0%	0	0%
LEXUS ES300H	1	0%	37	0%	12	1%	50	0%
MERCEDES-BENZ GLE	1	0%	41	0%	8	1%	32	0%
LEXUS RX450HL	1	0%	26	0%	3	0%	28	0%
SEAT LEON	1	0%	23	0%	1	0%	16	0%
BMW X7	1	0%	2	0%	0	0%	0	0%
FORD MONDEO	0	0%	0	0%	0	0%	9	0%
LAND ROVER DISCOVERY	0	0%	3	0%	0	0%	0	0%
LEXUS CT200H	0	0%	4	0%	7	0%	43	0%
MASERATI GHIBLI	0	0%	6	0%	0	0%	4	0%
SKODA OCTAV A	0	0%	50	0%	0	0%	0	0%
TOYOTA PRIUS	0	0%	0	0%	0	0%	13	0%
FERRARI LAFERRARI	0	0%	0	0%	0	0%	1	0%
LEXUS NX300H	0	0%	0	0%	1	0%	114	1%
MERCEDES-BENZ E-CLASS	0	0%	7	0%	1	0%	7	0%
MERCEDES-BENZ S400	0	0%	1	0%	0	0%	0	0%
LEXUS LS500H	0	0%	0	0%	0	0%	3	0%
KIA NIRO PLUS	0	0%	30	0%	0	0%	0	0%
MCLAREN SPEEDTAIL	0	0%	0	0%	0	0%	1	0%
VOLVO V60 CROSS COUNTRY	0	0%	14	0%	2	0%	15	0%

1	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O
2	NZ new				Used imports				Total Registrations						
3	Passenger	Comm	Total	% increase	Passenger	Comm	Total	% increase	Passenger	Comm	Total	% increase			
4	Data in blue shaded area is sourced from early Motor Vehicle Register Annual Reports.														
4	1970	66,688		66,688			3738		3738			70426	17,402	87,828	
5	1971	70,416		70,416	5.59		4230		4230	13.16		74646	19,523	94,169	7.22
6	1972	85,544		85,544	21.48		4758		4758	12.48		90302	17,481	107,783	14.46
7	1973	97,346		97,346	13.80		5290		5290	11.18		102636	18,050	120,686	11.97
8	1974	93,801		93,801	-3.64		5416		5416	2.38		99217	16,436	115,653	-4.17
9	1975	78,750		78,750	-16.05		4863		4863	-10.21		83613	17,598	101,211	-12.49
10	1976	70,251		70,251	-10.79		3276		3276	-32.63		73527	18,242	91,769	-9.33
11	1977	59,074		59,074	-15.91		2750		2750	-16.06		61824	18,124	79,948	-12.88
12	1978	64,468		64,468	9.13		2681		2681	-2.51		67149	18,901	86,050	7.63
13	1979	68,159		68,159	5.73		2682		2682	0.04		70841	19,377	90,218	4.84
14	1980	75,671		75,671	11.02		2701		2701	0.71		78372	21,031	99,403	10.18
15	1981	89,466	25,376	114,842	51.76		1,907	221	2,128	-21.21		91,373	25,597	116,970	17.67
16	1982	83,667	30,492	114,159	-0.59		1,812	220	2,032	-4.51		85,479	30,712	116,191	-0.67
17	1983	74,085	24,761	98,846	-13.41		1,766	263	2,029	-0.15		75,851	25,024	100,875	-13.18
18	1984	96,418	26,829	123,247	24.69		2,019	206	2,225	9.66		98,437	27,035	125,472	24.38
19	1985	81,516	23,062	104,578	-15.15		2,918	222	3,140	41.12		84,434	23,284	107,718	-14.15
20	1986	76,075	18,168	94,243	-9.88		3,946	415	4,361	38.89		80,021	18,583	98,604	-8.46
21	1987	77,499	15,214	92,713	-1.62		12,129	905	13,034	198.88		89,628	16,119	105,747	7.24
22	1988	71,218	14,675	85,893	-7.36		17,371	1,977	19,348	48.44		88,589	16,652	105,241	-0.48
23	1989	83,862	17,030	100,892	17.46		50,966	6,245	57,211	195.69		134,828	23,275	158,103	50.23
24	1990	74,422	18,965	93,387	-7.44		85,324	10,480	95,804	67.46		159,746	29,445	189,191	19.66
25	1991	55,615	13,499	69,114	-25.99		47,351	11,436	58,787	38.59		102,966	24,985	127,951	-32.37
26	1992	52,964	13,570	66,534	-3.73		39,146	10,202	49,348	-16.13		92,110	23,772	115,882	-9.43
27	1993	53,822	13,728	67,550	1.53		43,841	13,674	57,515	16.55		97,663	27,402	125,065	7.92
28	1994	61,765	15,683	77,448	14.65		62,086	14,851	76,937	33.77		123,853	30,534	154,387	23.45
29	1995	65,680	14,887	80,567	4.03		80,976	14,711	95,687	24.37		146,656	29,598	176,254	14.16
30	1996	64,414	14,732	79,146	-1.76		111,789	15,111	126,882	32.60		176,183	29,845	206,028	16.89
31	1997	58,558	12,934	71,492	-9.67		97,941	11,536	108,627	-14.39		155,599	24,520	180,119	-12.58
32	1998	54,154	11,828	65,982	-7.71		99,937	8,709	108,646	0.02		154,091	20,537	174,628	-3.05
33	1999	58,195	14,046	72,241	9.49		131,118	5,282	139,400	28.31		189,313	22,328	211,641	21.20
34	2000	57,618	16,345	73,963	-2.38		116,124	6,946	123,070	-11.71		173,742	23,291	197,033	-6.90
35	2001	58,162	16,567	74,729	1.04		128,613	8,896	135,589	10.17		186,855	23,463	210,318	6.74
36	2002	64,086	19,657	83,743	12.06		136,418	10,526	146,944	8.37		200,504	30,183	230,687	9.68
37	2003	70,453	21,511	91,964	9.82		156,972	12,799	169,771	15.53		227,425	34,310	261,735	13.46
38	2004	74,755	24,037	98,792	7.42		154,042	15,250	169,292	-0.28		228,797	39,287	268,084	2.43
39	2005	77,825	25,623	103,448	4.71		132,488	13,978	166,466	-1.67		230,313	39,601	269,914	0.68
40	2006	76,804	23,182	99,986	-3.35		123,390	12,225	135,615	-18.53		200,194	35,407	235,601	-12.71
41	2007	77,454	25,014	102,468	2.48		120,382	12,573	132,955	-1.96		197,836	37,587	235,423	-0.08
42	2008	73,397	23,933	97,330	-5.01		90,841	8,869	99,710	-25.00		164,238	32,802	197,040	-16.30
43	2009	54,404	15,644	70,048	-26.03		68,757	3,154	71,911	-27.88		123,161	18,798	141,959	-27.95
44	2010	62,029	18,424	80,453	14.83		88,613	2,797	91,410	27.12		150,642	21,221	171,863	21.07
45	2011	64,019	20,621	84,640	5.20		80,852	3,176	84,028	-8.08		144,871	23,797	168,668	-1.86
46	2012	76,871	23,924	100,795	19.09		78,311	3,516	81,827	-2.62		155,182	27,440	182,622	8.27
47	2013	82,433	30,861	113,294	12.40		98,971	6,094	105,065	28.40		181,404	36,955	218,359	19.57
48	2014	90,635	36,717	127,352	12.41		129,925	7,943	137,868	31.22		220,560	44,660	265,220	21.46
49	2015	95,099	39,135	134,234	5.40		143,642	8,838	152,480	10.60		238,741	47,973	286,714	8.10
50	2016	102,647	44,292	146,939	9.46		149,526	10,967	160,493	5.26		252,173	55,259	307,432	7.23
51	2017	108,616	51,508	160,124	8.97		165,654	12,225	177,879	10.83		274,270	63,733	338,003	9.94
52	2018	108,213	53,557	161,770	1.03		147,637	12,167	159,804	-10.16		255,850	65,724	321,574	-4.86
53	2019	104,281	50,482	154,763	-4.33		140,590	11,281	151,871	-4.96		244,871	61,763	306,634	-4.65
54	2020	80,860	38,762	119,622	-22.71		113,140	9,050	122,190	-19.54		194,000	47,812	241,812	-21.14
55	2021	112,143	53,316	165,459	38.32		121,860	6,992	128,852	5.45		234,003	60,308	294,311	21.71
56	2022	107,940	45,191	153,131	-7.45		103,780	7,146	110,926	-13.91		211,720	52,337	264,057	-10.28

	A	B	C	D	E	F	G
1	LICENSED VEHICLES BY TYPE AS AT END						
2	OF YEAR FROM 1963						
3	Vehicle Type	1963	1964	1965	1966	1967	1968
4	CARS	636,319	673,827	709,364	765,842	795,061	820,154
5	RENTAL CARS	2,756	2,951	3,066	3,052	2,982	3,004
6	TAXIS	2,794	3,099	3,213	3,032	3,015	2,997
7	TRUCKS	137,230	153,074	161,095	160,863	162,697	164,802
8	BUSES/COACHES	3,004	3,162	3,166	3,174	3,171	3,179
9	TRAILERS/CARAVANS	112,149	126,775	140,139	155,663	159,369	166,107
10	MOTORCYCLES	29,123	30,319	29,472	29,090	27,919	27,491
11	MOPEDS	14,899	16,284	16,787	17,111	17,070	16,989
12	TRACTORS	-	-	-	-	-	-
13	EXEMPTVEHICLES	100,318	106,281	115,863	98,129	93,780	96,785
14	MISCELLANEOUS	-	-	-	-	-	-
15	TOTAL	1,038,592	1,115,772	1,182,165	1,235,956	1,265,064	1,301,508
16	NB - data source 051 December (year) table						

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	H	I	J	K	L	M	N	O	P
1									
2	1969	1972	1973	1974	1975	1976	1977	1978	1979
3	847,935	992,540	1,052,410	1,109,481	1,151,332	1,180,510	1,196,674	1,223,736	1,260,057
4	3,191	4,289	5,215	5,316	5,660	6,415	6,160	5,979	6,562
5	3,018	3,054	3,087	3,189	3,152	3,114	3,009	3,029	3,082
6	168,057	189,382	196,187	202,066	204,590	226,962	232,123	241,692	247,163
7	3,127	3,079	3,023	3,104	3,160	3,220	3,253	3,321	3,341
8	174,239	210,667	243,504	268,140	290,455	316,073	315,836	331,732	339,201
9	26,956	41,773	52,593	61,828	91,925	96,755	95,841	94,826	109,705
10	17,408	22,933	24,081	24,951	3,805	2,657	1,909	1,657	1,811
11	-	-	-	-	-	-	-	-	-
12	101,863	118,098	118,785	121,792	126,203	126,282	117,867	98,128	97,516
13	-	-	-	-	-	-	-	12,135	11,531
14	1,345,794	1,585,815	1,698,885	1,799,867	1,880,282	1,961,988	1,972,672	2,016,235	2,079,969
15									
16									

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	Q	R	S	T	U	V	W	X	Y
1									
2	1980	1981	1983	1984	1985	1988	1989	1990	1991
3	1,293,446	1,331,765	1,400,624	1,453,385	1,480,411	1,417,869	1,490,961	1,548,174	1,543,068
4	6,545	6,729	7,604	9,739	11,452	7,854	8,293	8,317	7,844
5	3,097	3,085	2,962	2,934	3,013	2,758	2,868	3,195	3,535
6	257,045	271,124	284,324	289,703	297,368	288,829	295,600	300,121	305,819
7	3,482	3,385	4,113	4,607	4,987	8,406	8,752	7,938	7,383
8	345,058	356,468	356,236	358,681	360,976	317,399	350,892	356,307	356,821
9	123,798	130,984	128,937	124,813	121,805	84,295	79,567	73,388	65,976
10	1,579	1,423	1,211	1,328	693	1,071	1,154	1,190	1,160
11	-	-	-	-	-	-	-	-	-
12	97,001	95,465	81,909	67,467	60,132	8,381	7,050	11,409	22,491
13	10,697	11,185	11,212	11,071	10,852	31,226	30,826	29,136	16,302
14	2,141,748	2,211,613	2,279,132	2,323,728	2,351,689	2,168,088	2,276,963	2,339,175	2,330,399
15									
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	Z	AA	AB	AC	AD	AE	AF	AG	AH
1									
2	1992	1993	1994	1995	1996	1998	1999	2000	2001
3	1,565,191	1,598,142	1,639,415	1,638,291	1,703,338	1,824,600	1,901,061	1,913,756	1,957,077
4	8,996	11,137	13,358	14,265	15,572	17,139	20,237	21,081	20,842
5	3,764	4,054	4,387	5,619	6,311	7,093	7,493	7,470	7,301
6	316,706	336,592	353,786	343,504	353,665	367,152	373,951	369,116	367,778
7	8,146	8,544	8,958	9,131	9,947	11,498	12,142	12,707	13,102
8	363,523	368,625	361,993	340,074	308,352	333,359	354,972	365,774	377,761
9	59,523	56,310	53,447	47,075	38,263	42,156	42,645	40,247	39,915
10	1,148	1,183	1,352	1,842	8,806	7,817	7,576	7,516	7,457
11	-	18,615	20,219	18,202	18,445	19,853	20,243	21,245	22,461
12	21,594	6,657	7,109	11,364	12,829	6,501	7,022	7,646	7,953
13	16,045	6,602	6,690	14,657	14,618	15,211	16,002	16,154	17,122
14	2,364,636	2,416,461	2,470,714	2,444,024	2,490,146	2,652,379	2,763,344	2,782,712	2,838,769
15									
16									

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	AI	AJ	AK	AL	AM	AN	AO	AP	AQ
1									
2	2002	2003	2004	2005	2006	2007	2008	2009	2010
3	2,017,503	2,114,453	2,188,571	2,250,435	2,288,281	2,331,204	2,345,901	2,348,875	2,363,403
4	23,828	25,875	27,952	28,575	28,573	30,619	32,163	31,758	33,691
5	7,792	8,073	8,156	8,202	8,106	8,011	8,020	7,756	7,549
6	373,581	386,293	399,043	411,189	418,209	430,371	434,938	433,301	430,774
7	13,961	14,601	15,506	16,182	17,093	18,138	18,954	19,494	19,825
8	389,760	401,381	412,556	424,094	435,457	449,924	457,765	464,805	470,955
9	39,086	39,697	42,171	47,154	52,988	59,740	66,547	67,150	63,431
10	7,765	8,460	9,546	13,162	15,595	18,015	21,832	21,336	19,459
11	23,974	25,242	26,461	27,518	27,736	28,326	28,933	29,409	29,590
12	8,576	9,317	10,010	10,945	11,697	12,029	12,448	12,421	12,515
13	18,122	19,837	21,615	23,349	25,372	27,627	29,109	29,850	31,462
14	2,923,948	3,053,229	3,161,587	3,260,805	3,329,107	3,414,004	3,456,610	3,466,155	3,482,654
15									
16									

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	AR	AS	AT	AU	AV	AW	AX	AY	AZ
1									
2	2011	2012	2013	2014	2015	2016	2017	2018	2019
3	2,361,946	2,384,857	2,440,156	2,518,147	2621023	2710427	2789837	2840501	2874236
4	33,393	33,236	34,953	37,619	40327	45954	51523	51659	52093
5	7,370	7,239	7,404	7,711	8663	9414	13050	16159	17473
6	431,429	438,809	457,903	486,115	514965	548081	585143	619946	648279
7	20,025	20,388	21,082	22,104	23067	24348	25705	27009	27519
8	476,227	488,957	504,512	521,959	537602	555739	573791	588123	601928
9	61,253	62,339	64,846	67,640	70634	71805	74576	75670	77215
10	17,710	17,170	17,469	17,581	17285	17170	17116	17170	16901
11	29,916	30,421	30,686	31,655	32089	33005	33558	34253	34097
12	12,929	13,172	13,470	14,179	15158	16324	17852	18861	20040
13	32,676	33,573	34,806	36,222	37664	39704	41923	43714	44968
14	3,484,874	3,530,161	3,627,287	3,760,932	3,918,477	4,071,981	4,224,074	4,333,065	4,414,749
15									
16									

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	BA	BB	BC	BD
1				
2	2020	2021	2021 v 2020	2021 v 2011
3	2252132	2948795	23.63	24.85
4	13246	26560	50.13	-20.46
5	10374	16740	38.03	127.14
6	567373	694257	18.28	60.92
7	22392	27821	19.51	38.93
8	595663	633068	5.91	32.93
9	35071	83905	58.20	36.98
10	10182	16370	37.80	-7.57
11	32843	34556	4.96	15.51
12	20265	22086	8.25	70.83
13	37184	55273	32.73	69.15
14	3,596,725	4,559,431		
15				
16				

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1975 Registration Data - Total New Vehicles by Month

Year	Jan	Feb	Mar	April	May	June	July	Aug	Sept	Oct	Nov	Dec	TOTALS see Note 1 for caveat on totals
1975	5120	5279	5565	6101	6677	6396	6907	10554	7808	7152	6261	4930	78750
1976	4444	4772	6114	5264	5330	5437	5681	5320	5345	5961	7754	8829	70251
1977	6268	4038	4903	4131	5024	5515	4264	5377	5948	4922	5160	3524	59074
1978	3546	4067	4977	5333	5763	5647	5847	6715	5929	5855	6594	4195	64468
1979	5154	4633	5839	4648	5729	6122	5388	6519	5686	6751	7007	4683	68159
1980	5646	5473	6142	5450	6811	6195	7670	6501	6641	7261	6534	5347	75671
1981	7618	8335	9880	9482	9276	10116	11042	9742	10573	10605	10265	7908	114842
1982	9290	9208	13279	10329	10972	11817	10065	8864	8053	7742	8329	6211	114159
1983	7581	7887	13586	7456	7518	6676	7177	7780	8954	8174	9447	6610	98846
1984	8746	10035	12311	7761	9940	9283	13983	13157	10851	10724	10284	6172	123247
1985	7360	7174	10183	7832	10132	8297	11238	9967	9075	8781	8652	5887	104578
1986	7875	7469	9158	7621	7606	6629	9697	9548	10702	6638	6538	4762	94243
1987	6982	6660	8945	7249	7429	8587	8466	8709	9251	7768	7534	5133	92713
1988	6584	6440	7908	5422	6497	7000	6862	7816	8493	8328	8083	6460	85893
1989	6588	8240	10117	8639	10121	11434	6663	8301	8629	7716	8448	5996	100892
1990	7261	7213	9568	7483	8353	7311	8023	8700	8229	8844	8041	4361	93387
1991	5270	5623	6969	5459	6098	5839	5746	5946	6301	6115	5531	4217	69114
1992	5523	5663	5703	4728	5484	5940	5840	5212	5852	5813	6239	4537	66534
1993	4998	5425	6723	4669	5222	5803	6045	5336	6287	6252	6424	4366	67550
1994	5458	5773	7377	5299	7319	7276	6552	7009	7021	7127	6779	4458	77448
1995	6127	6153	7260	5111	7045	6668	6591	7592	7399	7600	6865	6156	80567
1996	5926	6376	7440	5960	7303	6070	6907	6938	7475	7265	6963	4523	79146
1997	6125	6036	6442	5642	5944	6023	6484	5581	6309	6464	5420	5022	71492
1998	4958	4684	5773	4442	4810	6287	5698	5491	6065	6000	5914	5860	65982
1999	4953	5158	6903	5464	5698	5922	5515	5983	7290	7269	6580	5506	72241
2000	5603	6041	7391	4864	6326	6203	5435	6375	6692	7190	6120	5723	73963
2001	5245	5243	6234	4760	5856	7023	6424	6475	6238	7136	7159	6936	74729
2002	6140	5658	7150	6235	6821	7871	7242	7113	7817	8379	7085	6232	83743
2003	7159	6416	7383	5960	7316	8944	8167	7079	8952	9356	7558	7674	91964
2004	7235	6921	8820	7047	7738	9738	8494	7885	9225	9186	8748	7755	98792
2005	7295	7599	9109	7424	8419	10381	8687	9621	9784	9412	8381	7336	103448
2006	7797	7774	9743	6613	8421	8991	8040	8642	9346	9398	8152	7069	99986
2007	8492	7482	9238	6617	8395	8951	8879	8976	9162	10055	8957	7264	102468
2008	9399	8179	8856	7573	7629	9630	7488	7364	8514	9340	6537	6821	97330
2009	6508	5058	6445	4729	5293	6118	5740	5493	7046	6898	5735	4985	70048
2010	6703	5659	6987	5688	6417	8004	5997	6437	7944	7297	7376	5944	80453
2011	7523	6404	8260	5610	6563	7652	6705	7465	7628	7026	7328	6476	84640
2012	8681	7185	8528	7048	8306	10101	8361	8175	8690	9388	8581	7751	100795
2013	9293	7947	9505	8143	8924	10723	9401	9430	10071	10696	10388	8776	11297
2014	10528	9139	11238	8729	10064	12519	10313	10189	11840	12023	11176	9561	12732
2015	11667	9877	11755	9290	10034	13030	10366	11192	12684	12474	11620	10245	13424
2016	11893	10313	12110	9939	11180	13699	11570	12677	13884	14709	13740	11225	14639
2017	13823	11785	13869	10635	13132	15985	11631	13063	14507	15530	14594	11570	160124
2018	14834	11531	14028	10423	14169	15172	12324	13200	13910	16670	14359	11150	161770
2019	13938	11699	13271	10640	12259	13952	11897	12607	14525	14965	13850	11160	154763
2020	13078	11438	8317	1039	8313	11514	12263	10610	10902	11876	11889	8383	119622
2021	13893	12488	15498	13133	14552	15135	15053	6746	16518	14019	16327	12097	12097
2022	13479	12501	21004	9734	13337	12049	11101	14689	14878	14736	15621	0	13129

Note 1: this table uses non-corrected figures. See <https://www.mia.org.nz/Sales-Data/Vehicle-Sales#msm>

Passenger Only from 1975 to 1980

YTD Comparison

2021 153362

2022 153129

Monthly Comparison

Nov-21 16327

Nov-22 15621

from 1981 onwards

Increase/Decrease -233

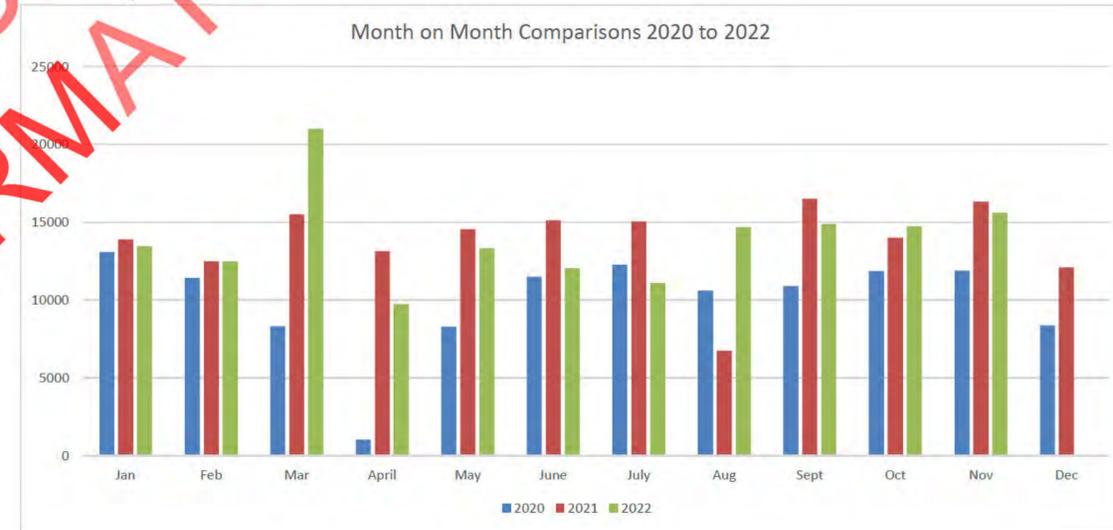
Increase/Decrease -706

Highest ever single month

% Change -0.2%

% Change -4.3%

Second highest ever single month



Year	Jan	Feb	Mar	April	May	June	July	Aug	Sept	Oct	Nov	Dec
2020	13078	11438	8317	1039	8313	11514	12263	10610	10902	11876	11889	8383
2021	13893	12488	15498	13133	14552	15135	15053	6746	16518	14019	16327	12097
2022	13479	12501	21004	9734	13337	12049	11101	14689	14878	14736	15621	0
Cumulative Totals												
Year	Jan	Feb	Mar	April	May	June	July	Aug	Sept	Oct	Nov	Dec
2020	13078	24516	32833	33872	42185	53699	65962	76572	87474	99350	111239	119622
2021	13893	26381	41879	55012	69564	84699	99752	106498	123016	137035	153362	165459
2022	13479	25980	46984	56718	70055	82104	93205	107894	122772	137508	153129	

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Passenger Car by years

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S
1	Passenger Cars by Month By Year																		
2	2022	New	Ex-Overseas	Total														Total YTD 2021	104,582
3	Jan	8925	10114	19,039														Total YTD 2022	107,940
4	Feb	7645	10734	18,379														Difference	3,358
5	Mar	11182	24349	35,531														Percentage Increase/Decrease	3.2%
6	Apr	8514	6514	15,028															
7	May	10575	6882	17,457														Nov-21	11,214
8	Jun	9563	7414	16,977														Nov-22	11,175
9	Jul	8049	8237	16,286														Difference	(39)
10	Aug	10940	7939	18,879														Percentage Increase/Decrease	-0.3%
11	Sep	10601	7375	17,976															
12	Oct	10771	7240	18,011															
13	Nov	11175	7149	18,324															
14	Dec			-															
15		107,940	103,947	211,887															
16																			
17	2019	New	Ex-Overseas	Total		2020	New	Ex-Overseas	Total		2021	New	Ex-Overseas	Total					
18	Jan	9942	11598	21,540		Jan	9099	11693	20,792		Jan	9713	9398	19,111					
19	Feb	7580	11129	18,709		Feb	7911	10747	18,658		Feb	8712	9091	17,803					
20	Mar	8425	11852	20,277		Mar	5416	8565	13,981		Mar	10113	11000	21,113					
21	Apr	6778	10883	17,661		Apr	707	622	1,329		Apr	8823	10136	18,959					
22	May	7624	12212	19,836		May	5401	9565	14,966		May	10012	11255	21,267					
23	Jun	8748	11177	19,925		Jun	7411	11962	19,373		Jun	10306	11254	21,560					
24	Jul	7925	12791	20,716		Jul	8200	11975	20,175		Jul	9984	13125	23,109					
25	Aug	8506	12353	20,859		Aug	7076	9054	16,130		Aug	4585	7100	11,685					
26	Sep	10322	11630	21,952		Sep	7735	10339	18,074		Sep	11874	7444	19,318					
27	Oct	10632	11663	22,295		Oct	8296	9763	18,059		Oct	9246	10634	19,880					
28	Nov	9640	11674	21,314		Nov	8036	9521	17,557		Nov	11214	11327	22,541					
29	Dec	8159	11628	19,787		Dec	5572	9334	14,906		Dec	7561	10098	17,659					
30		104,281	140,590	244,871			80,860	113,140	194,000			112,143	121,862	234,005					
31																			
32	2016	New	Ex-Overseas	Total		2017	New	Ex-Overseas	Total		2018	New	Ex-Overseas	Total					
33	Jan	8,899	11,675	20,574		Jan	10150	12933	23,083		Jan	10797	13719	24,516					
34	Feb	7,192	11,736	18,928		Feb	8052	12260	20,312		Feb	7415	12048	19,463					
35	Mar	8,191	12,153	20,344		Mar	9230	14474	23,704		Mar	9050	11841	20,891					
36	Apr	6,789	12,140	18,929		Apr	6996	12507	19,503		Apr	6848	10893	17,741					
37	May	7,502	12,567	20,069		May	8387	14439	22,826		May	9276	13420	22,696					
38	Jun	9,186	11,991	21,177		Jun	10181	13939	23,520		Jun	9725	12651	22,376					
39	Jul	7,702	13,055	20,757		Jul	7605	14430	22,035		Jul	8041	13847	21,888					
40	Aug	8,896	12,993	21,889		Aug	8607	14483	23,090		Aug	8639	13368	22,007					
41	Sep	9,704	12,564	22,268		Sep	9855	13645	23,500		Sep	9432	11533	20,965					
42	Oct	10,795	12,709	23,504		Oct	11114	14118	25,232		Oct	11767	12100	23,867					
43	Nov	9,722	12,762	22,484		Nov	10289	14924	25,213		Nov	9543	11156	20,699					
44	Dec	8,069	13,181	21,250		Dec	8,500	14102	22,252		Dec	7680	11061	18,741					
45		102,647	149,526	252,173			108,616	165,654	274,270			108,213	147,637	255,850					
46																			
47	2013	New	Ex-Overseas	Total		2014	New	Ex-Overseas	Total		2015	New	Ex-Overseas	Total					
48	Jan	7,385	7,397	14,782		Jan	8,293	9,470	17,763		Jan	9,010	11,791	20,801					
49	Feb	5,799	6,922	12,721		Feb	6,572	9,155	15,727		Feb	7,056	10,572	17,628					
50	Mar	6,800	7,581	14,381		Mar	7,994	10,247	18,241		Mar	8,075	12,313	20388					
51	Apr	5,907	7,418	13,325		Apr	6,151	9,501	15,652		Apr	6,375	11,038	17413					
52	May	6,347	8,460	14,807		May	6,802	11,223	18,025		May	6,843	12,415	19258					
53	Jun	7,541	7,862	15,403		Jun	8,517	10,760	19,277		Jun	9,021	12,415	21436					
54	Jul	6,768	9,629	16,397		Jul	7,071	12,052	19,123		Jul	7,272	13,891	21163					

Passenger Car by years

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S
55	Aug	6,828	8,648	15,476		Aug	7,083	11,290	18,373		Aug	7,752	12,061	19813					
56	Sep	7,272	7,615	14,887		Sep	8,382	11,142	19,524		Sep	8,835	11,667	20502					
57	Oct	7,962	8,545	16,507		Oct	8,910	11,105	20,015		Oct	9,636	11,149	20785					
58	Nov	7,453	9,360	16,813		Nov	8,063	11,532	19,595		Nov	8,115	11,732	19847					
59	Dec	6,371	9,534	15,905		Dec	6,797	12,448	19,245		Dec	7,109	12,598	19707					
60		82,433	98,971	181,404			90,635	129,925	220,560			95,099	143,642	238,741					
61																			
62	2010	New	Ex-Overseas	Total		2011	New	Ex-Overseas	Total		2012	New	Ex-Overseas	Total					
63	Jan	5,601	6,828	12,429		Jan	6,210	7,068	13,278		Jan	7,499	6,375	13,874					
64	Feb	4,302	6,761	11,063		Feb	4,844	6,527	11,371		Feb	5,633	6,000	11,633					
65	Mar	5,392	7,800	13,192		Mar	6,079	6,983	13,062		Mar	6,499	6,429	12,928					
66	Apr	4,585	7,053	11,638		Apr	4,258	6,156	10,414		Apr	5,430	5,877	11,307					
67	May	4,616	7,381	11,997		May	4,535	7,013	11,548		May	5,942	6,793	12,735					
68	Jun	5,786	7,402	13,188		Jun	5,365	6,570	11,935		Jun	7,142	6,184	13,326					
69	Jul	4,446	7,893	12,339		Jul	4,879	6,718	11,597		Jul	6,208	6,641	12,849					
70	Aug	4,720	7,530	12,250		Aug	5,767	6,718	12,485		Aug	5,959	6,621	12,580					
71	Sep	6,298	7,430	13,728		Sep	5,684	6,366	12,050		Sep	6,637	6,222	12,859					
72	Oct	5,866	6,958	12,824		Oct	5,428	6,267	11,695		Oct	7,336	6,867	14,203					
73	Nov	5,869	7,811	13,680		Nov	5,644	6,962	12,606		Nov	6,484	7,183	13,667					
74	Dec	4,548	7,766	12,314		Dec	5,326	7,504	12,830		Dec	6,102	7,119	13,221					
75		62,029	88,613	150,642			64,019	80,852	144,871			76,871	78,311	155,182					
76																			
77																			
78	2007	New	Ex-Overseas	Total		2008	New	Ex-Overseas	Total		2009	New	Ex-Overseas	Total					
79	Jan	6,792	9,799	16,591		Jan	7,543	9,334	16,877		Jan	5,296	5,425	10,721					

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Passenger Car by years

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S
80	Feb	5,790	9,131	14,921		Feb	6,175	9,026	15,201		Feb	3,795	4,626	8,421					
81	Mar	6,794	10,408	17,202		Mar	6,364	8,568	14,932		Mar	4,881	5,134	10,015					
82	Apr	4,886	9,309	14,195		Apr	5,551	8,492	14,043		Apr	3,525	4,759	8,284					
83	May	6,344	11,021	17,365		May	5,627	8,156	13,783		May	3,979	5,211	9,190					
84	Jun	6,399	10,007	16,406		Jun	6,753	7,049	13,802		Jun	4,306	5,406	9,712					
85	Jul	6,382	11,069	17,451		Jul	5,429	7,289	12,718		Jul	4,473	6,160	10,633					
86	Aug	6,800	11,319	18,119		Aug	5,684	6,910	12,594		Aug	4,417	5,874	10,291					
87	Sep	7,077	9,311	16,388		Sep	6,672	7,157	13,829		Sep	5,593	5,919	11,512					
88	Oct	7,904	9,679	17,583		Oct	7,477	6,614	14,091		Oct	5,680	6,044	11,724					
89	Nov	6,723	9,768	16,491		Nov	4,898	5,923	10,821		Nov	4,486	6,595	11,081					
90	Dec	5,563	9,561	15,124		Dec	5,224	6,323	11,547		Dec	3,973	7,604	11,577					
91		77,454	120,382	197,836			73,397	90,841	164,238			54,404	68,757	123,161					
92																			
93																			
94	2004	New	Ex-Overseas	Total		2005	New	Ex-Overseas	Total		2006	New	Ex-Overseas	Total					
95	Jan	5,713	12,116	17,829		Jan	5,600	10,828	16,428		Jan	6,314	11,290	17,604					
96	Feb	5,219	12,752	17,971		Feb	5,769	13,106	18,875		Feb	5,945	11,107	17,052					
97	Mar	6,506	14,877	21,383		Mar	6,602	13,211	19,813		Mar	7,114	12,211	19,325					
98	Apr	5,206	12,948	18,154		Apr	5,518	12,912	18,430		Apr	5,109	9,805	14,914					
99	May	5,871	13,585	19,456		May	6,061	13,316	19,377		May	6,241	11,564	17,805					
100	Jun	7,159	13,159	20,318		Jun	7,713	12,891	20,604		Jun	6,392	10,265	16,657					
101	Jul	6,131	13,211	19,342		Jul	6,297	13,403	19,700		Jul	5,989	10,318	16,307					
102	Aug	5,982	12,675	18,657		Aug	7,197	13,736	20,933		Aug	6,733	9,600	16,333					
103	Sep	7,006	12,653	19,659		Sep	7,498	12,318	19,816		Sep	7,422	8,948	16,370					
104	Oct	7,377	11,456	18,833		Oct	7,497	11,663	19,160		Oct	7,791	9,003	16,794					
105	Nov	6,691	12,183	18,874		Nov	6,304	12,734	19,038		Nov	6,286	9,831	16,117					
106	Dec	5,894	12,427	18,321		Dec	5,769	12,370	18,139		Dec	5,468	9,448	14,916					
107		74,755	154,042	228,797			77,825	152,488	230,313			76,804	123,390	200,194					
108																			
109																			
110	2001	New	Ex-Overseas	Total		2002	New	Ex-Overseas	Total		2003	New	Ex-Overseas	Total					

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Passenger Car by years

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S
111	Jan	4,312	9,116	13,428		Jan	5,015	11,234	16,249		Jan	5,711	12,014	17,725					
112	Feb	4,125	8,682	12,807		Feb	4,270	11,532	15,802		Feb	4,885	11,694	16,579					
113	Mar	4,816	10,472	15,288		Mar	5,432	12,501	17,933		Mar	5,399	13,268	18,667					
114	Apr	3,670	9,915	13,585		Apr	4,735	11,042	15,777		Apr	4,475	12,155	16,630					
115	May	4,466	11,953	16,419		May	5,025	11,616	16,641		May	5,560	14,194	19,754					
116	Jun	5,356	10,848	16,204		Jun	5,754	10,097	15,851		Jun	6,607	13,439	20,046					
117	Jul	4,958	11,611	16,569		Jul	5,569	11,955	17,524		Jul	6,233	14,709	20,942					
118	Aug	4,957	12,008	16,965		Aug	5,330	11,211	16,541		Aug	5,381	13,237	18,618					
119	Sep	4,872	10,240	15,112		Sep	6,014	10,838	16,852		Sep	6,915	13,616	20,531					
120	Oct	5,763	11,100	16,863		Oct	6,724	10,990	17,714		Oct	7,433	13,380	20,813					
121	Nov	5,575	11,624	17,199		Nov	5,404	11,327	16,731		Nov	5,789	12,263	18,052					
122	Dec	5,292	11,124	16,416		Dec	4,814	12,075	16,889		Dec	6,065	13,003	19,068					
123		58,162	128,693	186,855			64,086	136,418	200,504			70,453	156,972	227,425					
124																			
125																			
126	1998	New	Ex-Overseas	Total		1999	New	Ex-Overseas	Total		2000	New	Ex-Overseas	Total					
127	Jan	4,060	6,854	10,914		Jan	4,216	9,723	13,939		Jan	4,574	9,623	14,197					
128	Feb	3,768	5,907	9,675		Feb	4,171	9,699	13,870		Feb	4,710	10,237	14,947					
129	Mar	4,651	6,851	11,502		Mar	5,415	11,172	16,587		Mar	5,728	11,208	16,936					
130	Apr	3,564	6,138	9,702		Apr	4,381	10,216	14,597		Apr	3,879	8,957	12,836					
131	May	3,918	6,764	10,682		May	4,649	11,802	16,451		Ma	4,865	11,121	15,986					
132	Jun	4,990	7,517	12,507		Jun	4,727	11,345	16,072		Jun	4,801	10,088	14,889					
133	Jul	4,807	9,472	14,279		Jul	4,213	12,274	16,487		Jul	4,300	9,876	14,176					
134	Aug	4,586	9,562	14,148		Aug	4,709	11,487	16,196		Aug	4,984	9,898	14,882					
135	Sep	5,180	9,808	14,988		Sep	5,864	10,966	16,830		Sep	5,265	9,102	14,367					
136	Oct	5,015	9,895	14,910		Oct	5,989	9,852	15,841		Oct	5,867	8,506	14,373					
137	Nov	4,842	10,199	15,041		Nov	5,350	11,198	16,548		Nov	4,591	8,846	13,437					
138	Dec	4,773	10,970	15,743		Dec	4,511	11,384	15,895		Dec	4,054	8,662	12,716					
139		54,154	99,937	154,091			58,195	131,118	189,313			57,618	116,124	173,742					
140																			
141																			
142	1997	New	Ex-Overseas	Total		1996	New	Ex-Overseas	Total		1995	New	Ex-Overseas	Total					

RELEASSED UNDER E.O. 1982
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Passenger Car by years

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S
143	Jan	5,239	9,235	14,474		Jan	4,799	7,901	12,700		Jan	5,044	5,926	10,970					
144	Feb	4,956	8,526	13,482		Feb	5,226	8,300	13,526		Feb	5,010	5,746	10,756					
145	Mar	5,187	8,554	13,741		Mar	6,023	8,712	14,735		Mar	5,759	6,978	12,737					
146	Apr	4,499	9,758	14,257		Apr	4,812	8,524	13,336		Apr	4,096	5,496	9,592					
147	May	4,799	10,207	15,006		May	5,871	10,756	16,627		May	5,691	7,598	13,289					
148	June	4,883	7,287	12,170		June	4,841	8,656	13,497		June	5,321	6,606	11,927					
149	July	5,374	8,893	14,267		July	5,564	10,695	16,259		July	5,356	6,415	11,771					
150	Aug	4,550	7,104	11,654		Aug	5,628	9,934	15,562		Aug	6,175	7,006	13,181					
151	Sep	5,195	7,041	12,236		Sep	6,127	8,575	14,702		Sep	6,078	6,350	12,428					
152	Oct	5,378	6,668	12,046		Oct	6,075	9,854	15,929		Oct	6,294	6,998	13,292					
153	Nov	4,388	6,486	10,874		Nov	5,764	10,140	15,904		Nov	5,630	7,731	13,361					
154	Dec	4,110	7,282	11,392		Dec	3,684	9,722	13,406		Dec	5,226	8,126	13,352					
155		58,558	97,041	155,599			64,414	111,769	176,183			65,680	80,976	146,656					
156																			
157																			
158	1994	New	Ex-Overseas	Total		1993	New	Ex-Overseas	Total		1992	New	Ex-Overseas	Total					
159	Jan	4435	5190	9625		Jan	4146	3163	7309		Jan	4639	3327	7966					
160	Feb	4633	4094	8727		Feb	4439	3342	7781		Feb	4657	3166	7823					
161	Mar	5797	6731	12528		Mar	5286	3781	9067		Mar	4448	3167	7615					
162	Apr	4242	3297	7539		Apr	3626	3369	6995		Apr	3664	2931	6595					
163	May	5897	4618	10515		May	4102	3382	7484		May	4334	3269	7603					
164	June	5824	4504	10328		June	4443	3597	8040		June	4585	3139	7724					
165	July	5121	4928	10049		July	4777	3520	8297		July	4600	3733	8333					
166	Aug	5549	5722	11271		Aug	4080	3671	7751		Aug	4076	3047	7123					
167	Sep	5587	5687	11274		Sep	5058	3654	8712		Sep	4640	3252	7892					
168	Oct	5838	5120	10958		Oct	5136	3543	8679		Oct	4615	3296	7911					
169	Nov	5362	5882	11244		Nov	5197	4089	9286		Nov	5087	3259	8346					
170	Dec	3480	6315	9795		Dec	3532	4730	8262		Dec	3619	3560	7179					
171		61765	62088	123853			53822	43841	97663			52964	39146	92110					
172																			
173																			
174	1991	New	Ex-Overseas	Total		1990	New	Ex-Overseas	Total		1989	New	Ex-Overseas	Total					

RELEASSED UNDER E.O. 1982
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Passenger Car by years

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S
175	Jan	4340	2581	6921		Jan	6173	5457	11630		Jan	5748	3702	9450					
176	Feb	4653	2380	7033		Feb	5875	4834	10709		Feb	7064	3131	10195					
177	Mar	5582	4132	9714		Mar	7629	5833	13462		Mar	8365	4139	12504					
178	Apr	4319	3591	7910		Apr	6137	5443	11580		Apr	7484	4172	11656					
179	May	4862	4756	9618		May	6560	7441	14001		May	8602	5032	13634					
180	June	4485	4032	8517		June	5586	7074	12660		June	9694	4272	13966					
181	July	4484	5222	9706		July	6375	7432	13807		July	5350	4524	9874					
182	Aug	4866	4865	9731		Aug	6879	6883	13762		Aug	6407	4041	10448					
183	Sep	5114	4161	9275		Sep	6502	5734	12236		Sep	6975	3958	10933					
184	Oct	5136	3745	8881		Oct	6874	11626	18500		Oct	6242	3485	9727					
185	Nov	4460	3604	8064		Nov	6431	5357	11788		Nov	7006	4627	11633					
186	Dec	3314	4282	7596		Dec	3401	12210	15611		Dec	4925	5883	10808					
187		55615	47351	102966			74422	85324	159746			83862	50966	134828					
188																			
189																			
190	1988	New	Ex-Overseas	Total		1987	New	Ex-Overseas	Total		1986	New	Ex-Overseas	Total					
191	Jan	5683	1052	6735		Jan	5953	501	6454		Jan	6506	440	6946					
192	Feb	5410	865	6275		Feb	5582	471	6053		Feb	6025	375	6400					
193	Mar	6326	1050	7376		Mar	7251	483	7734		Mar	6945	293	7238					
194	Apr	4513	969	5482		Apr	6164	767	6931		Apr	6079	277	6356					
195	May	5428	900	6328		May	6252	989	7241		May	6126	240	6366					
196	June	5743	1215	6958		June	7088	853	7941		June	5355	179	5534					
197	July	5670	1510	7180		July	7071	1303	8374		July	7744	319	8063					
198	Aug	6305	1752	8057		Aug	7267	1661	8928		Aug	7863	252	8115					
199	Sep	7077	1299	8376		Sep	7798	1726	9524		Sep	8893	255	9148					
200	Oct	7066	1791	8857		Oct	6510	1096	7606		Oct	5293	412	5705					
201	Nov	6698	2217	8915		Nov	6375	1077	7452		Nov	5361	400	5761					
202	Dec	5299	2751	8050		Dec	4188	1202	5390		Dec	3885	504	4389					
203		71218	17371	88589			77499	12129	89628			76075	3946	80021					
204																			
205																			
206	1985	New	Ex-Overseas	Total		1984	New	Ex-Overseas	Total		1983	New	Ex-Overseas	Total					

RELEASSED UNDER E.O. 1982
OFFICIAL INFORMATION ACT

Passenger Car by years

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S
207	Jan	5956	357	6313		Jan	6952	226	7178		Jan	5989	161	6150					
208	Feb	5430	238	5668		Feb	7978	228	8206		Feb	5950	171	6121					
209	Mar	6737	291	7028		Mar	8983	150	9133		Mar	9973	159	10132					
210	Apr	6354	181	6535		Apr	6191	149	6340		Apr	5544	86	5630					
211	May	8275	239	8514		May	7979	181	8160		May	5351	147	5498					
212	June	6698	140	6838		June	7175	113	7288		June	4722	186	4908					
213	July	8658	176	8834		July	11091	167	11258		July	5059	116	5175					
214	Aug	7766	208	7974		Aug	10287	164	10451		Aug	5738	136	5874					
215	Sep	7081	219	7300		Sep	8482	148	8630		Sep	6983	120	7103					
216	Oct	6989	207	7196		Oct	8298	162	8460		Oct	6234	115	6349					
217	Nov	7016	266	7282		Nov	8085	172	8257		Nov	7327	136	7463					
218	Dec	4556	396	4952		Dec	4917	159	5076		Dec	5215	233	5448					
219		81516	2918	84434			96418	2019	98437			74085	1766	75851					
220																			
221																			
222	1982	New	Ex-Overseas	Total		1981	New	Ex-Overseas	Total		1980	New	Ex-Overseas	Total					
223	Jan	7318	149	7467		Jan	6120	245	6365		Jan	5646	339	5985					
224	Feb	6992	176	7168		Feb	6520	181	6701		Feb	5473	253	5726					
225	Mar	9404	140	9544		Mar	7475	184	7659		Mar	6142	205	6347					
226	Apr	7575	122	7697		Apr	7802	163	7965		Apr	5450	190	5640					
227	May	8074	197	8271		May	7312	186	7498		May	6811	366	7177					
228	June	8434	140	8574		June	7877	100	7977		June	6195	169	6364					
229	July	7244	98	7342		July	8519	136	8655		July	7670	166	7836					
230	Aug	6379	121	6500		Aug	7419	122	7541		Aug	6501	154	6655					
231	Sep	5902	155	6057		Sep	8170	105	8275		Sep	6641	225	6866					
232	Oct	5808	128	5936		Oct	8222	129	8351		Oct	7261	166	7427					
233	Nov	5981	132	6113		Nov	7945	122	8067		Nov	6534	198	6732					
234	Dec	4556	254	4810		Dec	6085	234	6319		Dec	5347	270	5617					
235		83667	1812	85479			89466	1907	91373			75671	2701	78372					
236																			
237																			
238	1979	New	Ex-Overseas	Total		1978	New	Ex-Overseas	Total		1977	New	Ex-Overseas	Total					

RELEASED UNDER E.O. 1982
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Passenger Car by years

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S
239	Jan	5154	433	5587		Jan	3546	339	3885		Jan	6268	333	6601					
240	Feb	4633	235	4868		Feb	4067	348	4415		Feb	4038	284	4322					
241	Mar	5839	198	6037		Mar	4977	240	5217		Mar	4903	213	5116					
242	Apr	4648	176	4824		Apr	5333	156	5489		Apr	4131	192	4323					
243	May	5729	270	5999		May	5763	300	6063		May	5024	265	5289					
244	June	6122	160	6282		June	5647	197	5844		June	5515	188	5703					
245	July	5388	156	5544		July	5847	163	6010		July	4264	154	4418					
246	Aug	6519	140	6659		Aug	6715	148	6863		Aug	5377	210	5587					
247	Sep	5686	156	5842		Sep	5929	141	6070		Sep	5948	172	6120					
248	Oct	6751	210	6961		Oct	5855	202	6057		Oct	4922	206	5128					
249	Nov	7007	203	7210		Nov	6594	154	6748		Nov	5160	209	5369					
250	Dec	4683	345	5028		Dec	4195	293	4488		Dec	3524	324	3848					
251		68159	2682	70841			64468	2681	67149			59074	2750	61824					
252																			
253																			
254	1976	New	Ex-Overseas	Total		1975	New	Ex-Overseas	Total										
255	Jan	4444	379	4823		Jan	5120	653	5773										
256	Feb	4772	292	5064		Feb	5279	435	5714										
257	Mar	6114	379	6493		Mar	5565	453	6018										
258	Apr	5264	257	5521		Apr	6101	402	6503										
259	May	5330	313	5643		May	6677	344	7021										
260	June	5437	173	5610		June	6396	293	6689										
261	July	5681	226	5907		July	6907	344	7251										
262	Aug	5320	208	5528		Aug	10554	360	10914										
263	Sep	5345	180	5525		Sep	7808	311	8119										
264	Oct	5961	224	6185		Oct	7152	384	7536										
265	Nov	7754	292	8046		Nov	6261	325	6586										
266	Dec	8829	353	9182		Dec	4930	559	5489										
267		70251	3276	73527			78750	4863	83613										

RELEASED UNDER THE ACT 1982
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Passenger Car (new) by months

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O
1	Passenger Cars by Months														
2	Year		Jan	Feb	Mar	April	May	June	July	Aug	Sept	Oct	Nov	Dec	TOTALS
3															
4	1975		5120	5279	5565	6101	6677	6396	6907	10554	7808	7152	6261	4930	78,750
5	1976		4444	4772	6114	5264	5330	5437	5681	5320	5345	5961	7754	8829	70,251
6	1977		6268	4038	4903	4131	5024	5515	4264	5377	5948	4922	5160	3524	59,074
7	1978		3546	4067	4977	5333	5763	5647	5847	6715	5929	5855	6594	4195	64,468
8	1979		5154	4633	5839	4648	5729	6122	5388	6519	5686	6751	7007	4683	68,159
9	1980		5646	5473	6142	5450	6811	6195	7670	6501	6641	7261	6534	5347	75,671
10	1981		6120	6520	7475	7802	7312	7877	8519	7419	8170	8222	7945	6085	89,466
11	1982		7318	6992	9404	7575	8074	8434	7244	6379	5902	5808	5981	4556	83,667
12	1983		5989	5950	9973	5544	5351	4722	5059	5738	6983	6234	7327	5215	74,085
13	1984		6952	7978	8983	6191	7979	7175	11091	10287	8482	8298	8085	4917	96,418
14	1985		5956	5430	6737	6354	8275	6698	8658	7766	7081	6989	7016	4556	81,516
15	1986		6506	6025	6945	6079	6126	5355	7744	7863	8893	5293	5361	3885	76,075
16	1987		5953	5582	7251	6164	6252	7088	7071	7267	7798	6510	6375	4188	77,499
17	1988		5683	5410	6326	4513	5428	5743	5670	6305	7077	7066	6698	5299	71,218
18	1989		5748	7064	8365	7484	8602	9694	5350	6407	6975	6242	7006	4925	83,862
19	1990		6173	5875	7629	6137	6560	5586	6375	6879	6502	6874	6431	3401	74,422
20	1991		4340	4653	5582	4319	4862	4485	4484	4866	5114	5136	4460	3314	55,615
21	1992		4639	4657	4448	3664	4334	4585	4600	4076	4640	4615	5087	3619	52,964
22	1993		4146	4439	5286	3626	4102	4443	4777	4080	5058	5136	5197	3532	53,822
23	1994		4435	4633	5797	4242	5897	5824	5121	5549	5587	5838	5362	3480	61,765
24	1995		5044	5010	5759	4096	5691	5321	5356	6175	6078	6294	5630	5226	65,680
25	1996		4799	5226	6023	4812	5871	4841	5564	5628	6127	6075	5764	3684	64,414
26	1997		5239	4956	5187	4499	4799	4883	5374	4550	5195	5378	4388	4110	58,558
27	1998		4060	3768	4651	3664	3918	4990	4807	4586	5180	5015	4842	4773	54,154
28	1999		4216	4171	5415	4381	4649	4727	4213	4709	5864	5989	5350	4511	58,195
29	2000		4574	4710	5728	3879	4865	4801	4300	4984	5265	5867	4591	4054	57,618
30	2001		4312	4125	4816	3670	4466	5356	4958	4957	4872	5763	5575	5292	58,162
31	2002		5015	4270	5432	4735	5025	5754	5569	5330	6014	6724	5404	4814	64,086
32	2003		5711	4885	5399	4475	5560	6607	6233	5381	6915	7433	5789	6065	70,453
33	2004		5713	5219	6506	5206	5871	7159	6131	5982	7006	7377	6691	5894	74,755
34	2005		5600	5769	6602	5518	6061	7713	6297	7197	7498	7497	6304	5769	77,825
35	2006		6314	5945	7114	5109	6241	6392	5989	6733	7422	7791	6286	5468	76,804
36	2007		6792	5790	6794	4886	6344	6399	6382	6800	7077	7904	6723	5563	77,454
37	2008		7543	6175	6364	5651	5627	6753	5429	5684	6672	7477	4898	5224	73,397
38	2009		5296	3795	4881	3525	3979	4306	4473	4417	5593	5680	4486	3973	54,404
39	2010		5601	4302	5392	4585	4616	5786	4446	4720	6298	5866	5869	4548	62,029
40	2011		6200	4844	6079	4258	4535	5365	4879	5767	5684	5428	5644	5326	64,019
41	2012		7499	5633	6499	5430	5942	7142	6208	5959	6637	7336	6484	6102	76,871
42	2013		7385	5799	6800	5908	6347	7542	6769	6828	7272	7962	7453	6371	82,436
43	2014		8293	6572	7994	6151	6802	8517	7071	7083	8382	8910	8063	6797	90,635
44	2015		9010	7056	8075	6375	6843	9021	7272	7752	8835	9636	8115	7109	95,099
45	2016		8899	7192	8191	6789	7502	9186	7702	8896	9704	10795	9722	8069	102,647
46	2017		1150	8052	9230	6996	8387	10181	7605	8607	9855	11114	10289	8150	108,616
47	2018		10797	7415	9050	6848	9276	9725	8041	8639	9432	11767	9543	7680	108,213
48	2019		9942	7580	8425	6778	7624	8748	7925	8506	10322	10632	9640	8159	104,281
49	2020		9099	7911	5416	707	5401	7411	8200	7076	7735	8296	8036	5572	80,860
50	2021		9713	8712	10113	8823	10012	10306	9984	4585	11874	9246	11214	7561	112,143
51	2022		8925	7645	11182	8514	10575	9563	8049	10940	10601	10771	11175		107,940

Passenger Car(used) by months

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
1	Used Passenger Car Registrations by Months															
2	Year		Jan	Feb	Mar	April	May	June	July	Aug	Sept	Oct	Nov	Dec	TOTALS	% change
3																
4	1975		653	435	453	402	344	293	344	360	311	384	325	559	4,863	
5	1976		379	292	379	257	313	173	226	208	180	224	292	353	3,276	
6	1977		333	284	213	192	265	188	154	210	172	206	209	324	2,750	
7	1978		339	348	240	156	300	197	163	148	141	202	154	293	2,681	
8	1979		433	235	198	176	270	160	156	140	156	210	203	345	2,682	
9	1980		339	253	205	190	366	169	166	154	225	166	198	270	2,701	
10	1981		245	181	184	163	186	100	136	122	105	129	122	234	1,907	
11	1982		149	176	140	122	197	140	98	121	155	128	132	254	1,812	
12	1983		161	171	159	86	147	186	116	136	120	115	136	233	1,766	
13	1984		226	228	150	149	181	113	167	164	148	162	172	159	2,019	
14	1985		357	238	291	181	239	140	176	208	219	207	266	396	2,918	
15	1986		440	375	293	277	240	179	319	252	255	412	400	504	3,946	
16	1987		501	471	483	767	989	853	1303	1661	1726	1096	1077	1202	12,129	
17	1988		1052	865	1050	969	900	1215	1510	1752	1299	1791	2217	2751	17,371	
18	1989		3702	3131	4139	4172	5032	4272	4524	4041	3958	3485	4627	5883	50,966	
19	1990		5457	4834	5833	5443	7441	7074	7432	6883	5734	11626	5357	12210	85,324	
20	1991		2581	2380	4132	3591	4756	4032	5222	4865	4161	3745	3604	4282	47,351	
21	1992		3327	3166	3167	2931	3269	3139	3733	3047	3252	3296	3259	3560	39,146	-17.3
22	1993		3163	3342	3781	3369	3382	3597	3520	3671	3654	3543	4089	4730	43,841	12.0
23	1994		5190	4094	6731	3297	4618	4504	4928	5722	5687	5120	5882	6315	62,088	41.6
24	1995		5926	5746	6978	5496	7598	6606	6415	7006	6350	6998	7731	8126	80,976	30.4
25	1996		7901	8300	8712	8524	10756	8656	10695	9934	8575	9854	10140	9722	111,769	38.0
26	1997		9235	8526	8554	9758	10207	7287	8893	7104	7041	6668	6486	7282	97,041	-13.2
27	1998		6854	5907	6851	6138	6764	7517	9472	9562	9808	9895	10199	10970	99,937	3.0
28	1999		9723	9699	11172	10216	11802	11345	12274	11487	10966	9852	11198	11384	131,118	31.2
29	2000		9623	10237	11208	8957	11121	10088	9876	9898	9102	8506	8846	8662	116,124	-11.4
30	2001		9116	8682	10472	9915	11953	10848	11611	12008	10240	11100	11624	11124	128,693	10.8
31	2002		11234	11532	12501	11042	11616	10097	11955	11211	10838	10990	11327	12075	136,418	6.0
32	2003		12014	11694	13268	12155	14194	13439	14709	13237	13616	13380	12263	13003	156,972	15.1
33	2004		12116	12752	14877	12948	13585	13159	13211	12675	12653	11456	12183	12427	154,042	-1.9
34	2005		10828	13106	13211	12942	13316	12891	13403	13736	12318	11663	12734	12370	152,488	-1.0
35	2006		11290	11107	12211	9305	11564	10265	10318	9600	8948	9003	9831	9448	123,390	-19.1
36	2007		9799	9131	10408	9309	11021	10007	11069	11319	9311	9679	9768	9561	120,382	-2.4
37	2008		9334	9026	8568	8492	8156	7049	7289	6910	7157	6614	5923	6323	90,841	-24.5
38	2009		5425	4626	5134	4759	5211	5406	6160	5874	5919	6044	6595	7604	68,757	-24.3
39	2010		6828	6761	7800	7053	7381	7402	7893	7530	7430	6958	7811	7766	88,613	28.9
40	2011		7068	6527	6983	656	7013	6570	6718	6718	6366	6267	6962	7504	80,852	-8.8
41	2012		6375	6000	6429	5877	6793	6184	6641	6621	6222	6867	7183	7119	78,311	-3.1
42	2013		7397	6922	7581	7418	8460	7862	9629	8648	7615	8545	9360	9534	98,971	26.4
43	2014		9470	9155	10247	9501	11223	10760	12052	11290	11142	11105	11532	12448	129,925	31.3
44	2015		11791	10572	12313	11038	12415	12415	13891	12061	11667	11149	11732	12598	143,642	10.6
45	2016		11675	11736	12153	12140	12567	11991	13055	12993	12564	12709	12762	13181	149,526	4.1
46	2017		12933	12260	14474	12507	14439	13339	14430	14483	13645	14118	14924	14102	165,654	10.8
47	2018		13719	12048	11841	10893	13420	12651	13847	13368	11533	12100	11156	11061	147,637	-10.88
48	2019		11598	11129	11852	10883	12212	11177	12791	12353	11630	11663	11674	11628	140,590	-4.77
49	2020		11693	10747	8565	622	9565	11962	11975	9054	10339	9763	9521	9334	113,140	-19.52
50	2021		9398	9091	11000	10136	11253	11254	13125	7100	7444	10634	11327	10098	121,860	7.71
51	2022		10039	10703	24311	6495	6882	7414	8237	7935	7375	7240	7149		103,780	-14.84

Commercials by years

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	
1	Commercial Vehicles by year by Month																			
2	2022	New	Ex-Oversea	Total															Total YTD 2021	48,780
3	Jan	4554	588	5,142															Total YTD 2022	45,191
4	Feb	4856	874	5,730															Difference	(3,589)
5	Mar	9822	2125	11,947															Percentage Increase/Decrease	-7.4%
6	Apr	1220	278	1,498																
7	May	2762	394	3,156															Nov-21	5,113
8	Jun	2486	348	2,834															Nov-22	4,446
9	Jul	3052	413	3,465															Difference	(667)
10	Aug	3750	498	4,248															Percentage Increase/Decrease	-13.0%
11	Sep	4278	557	4,835																
12	Oct	3965	532	4,497																
13	Nov	4446	540	4,986																
14	Dec			-																
15		45,191	7147	52338																
16																				
17	2019	New	Ex-Oversea	Total	2020	New	Ex-Oversea	Total	2021	New	Ex-Oversea	Total								
18	Jan	3996	937	4,933	Jan	3979	847	4,826	Jan	4180	452	4,632								
19	Feb	4119	1000	5,119	Feb	3527	846	4,373	Feb	3776	507	4,283								
20	Mar	4846	1009	5,855	Mar	2901	691	3,592	Mar	5385	645	6,030								
21	Apr	3862	848	4,710	Apr	332	87	419	Apr	4310	567	4,877								
22	May	4635	940	5,575	May	2912	833	3,745	May	4540	609	5,149								
23	Jun	5204	858	6,062	Jun	4103	960	5,063	Jun	4829	594	5,423								
24	Jul	3972	964	4,936	Jul	4063	990	5,053	Jul	5069	624	5,693								
25	Aug	4101	936	5,037	Aug	3534	761	4,295	Aug	2161	360	2,521								
26	Sep	4203	902	5,105	Sep	3167	936	4,103	Sep	4644	470	5,114								
27	Oct	4333	1001	5,334	Oct	3580	784	4,364	Oct	4773	713	5,486								
28	Nov	4210	999	5,209	Nov	3853	690	4,543	Nov	5113	748	5,861								
29	Dec	3001	887	3,888	Dec	2811	607	3,418	Dec	4536	700	5,236								
30		50,482	11281	61763		38,762	9032	47794		53,316	6989	60305								
31																				
32	2016	New	Ex-Oversea	Total	2017	New	Ex-Oversea	Total	2018	New	Ex-Oversea	Total								
33	Jan	2,994	695	3,689	Jan	3673	928	4,601	Jan	4037	1024	5,061								
34	Feb	3,121	745	3,866	Feb	3733	998	4,731	Feb	4116	948	5,064								
35	Mar	3,919	891	4,810	Mar	4639	1249	5,888	Mar	4978	975	5,953								
36	Apr	3,150	826	3,976	Apr	3639	908	4,547	Apr	3575	828	4,403								
37	May	3,678	884	4,562	May	4745	1150	5,895	May	4893	1106	5,999								
38	Jun	4,513	864	5,377	Jun	5804	1129	6,933	Jun	5447	999	6,446								
39	Jul	3,868	932	4,800	Jul	4026	1089	5,115	Jul	4283	1082	5,365								
40	Aug	3,781	1,002	4,783	Aug	4456	1148	5,604	Aug	4561	1224	5,785								
41	Sep	4,180	964	5,144	Sep	4652	1094	5,746	Sep	4478	1011	5,489								
42	Oct	3,914	974	4,888	Oct	4416	1130	5,546	Oct	4903	1066	5,969								

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Commercials by years

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S
43	Nov	4,018	1,144	5,162		Nov	4305	1165	5,470		Nov	4816	105	4,921					
44	Dec	3,156	1,046	4,202		Dec	3420	1044	4,464		Dec	3470	849	4,319					
45		44,292	10967	55259			51,508	13032	64540			53,557	11217	64774					
46																			
47	2013	New	Ex-Oversea	Total		2014	New	Ex-Oversea	Total		2015	New	Ex-Oversea	Total					
48	Jan	1,908	429	2,337		Jan	2,235	627	2,862		Jan	2657	644	3301					
49	Feb	2,148	360	2,508		Feb	2,567	592	3,159		Feb	2821	681	3502					
50	Mar	2,705	465	3,170		Mar	3,244	617	3,861		Mar	3680	785	4465					
51	Apr	2,235	433	2,668		Apr	2,578	538	3,116		Apr	2915	737	3652					
52	May	2,577	561	3,138		May	3,262	709	3,971		May	3191	742	3933					
53	Jun	3,181	462	3,643		Jun	4,002	584	4,586		Jun	4009	690	4699					
54	Jul	2,632	527	3,159		Jul	3,242	676	3,918		Jul	3094	806	3900					
55	Aug	2,602	546	3,148		Aug	3,106	667	3,773		Aug	3440	735	4175					
56	Sep	2,799	500	3,299		Sep	3,458	792	4,250		Sep	3639	759	4398					
57	Oct	2,734	628	3,362		Oct	3,113	701	3,814		Oct	3048	736	3784					
58	Nov	2,935	621	3,556		Nov	3,113	719	3,832		Nov	3505	792	4297					
59	Dec	2,405	562	2,967		Dec	2,797	721	3,518		Dec	3136	731	3867					
60		30,861	6094	36955			36717	7943	44660			39135	8838	47973					
61																			
62	2010	New	Ex-Oversea	Total		2011	New	Ex-Oversea	Total		2012	New	Ex-Oversea	Total					
63	Jan	1102	267	1369		Jan	1313	218	1531		Jan	1182	245	1427					
64	Feb	1357	216	1573		Feb	1560	221	1781		Feb	1552	287	1839					
65	Mar	1595	242	1837		Mar	2181	262	2443		Mar	2029	316	2345					
66	Apr	1103	212	1315		Apr	1352	230	1582		Apr	1618	230	1848					
67	May	1801	224	2025		May	2028	217	2245		May	2364	280	2644					
68	Jun	2218	207	2425		Jun	2287	223	2510		Jun	2,959	277	3236					
69	Jul	1551	212	1763		Jul	1826	230	2056		Jul	2153	276	2429					
70	Aug	1717	200	1917		Aug	1698	325	2023		Aug	2216	339	2555					
71	Sep	1646	215	1861		Sep	1944	303	2247		Sep	2053	285	2338					
72	Oct	1431	204	1635		Oct	1598	231	1829		Oct	2052	319	2371					
73	Nov	1507	278	1785		Nov	1684	304	1988		Nov	2097	334	2431					
74	Dec	1396	320	1716		Dec	1150	412	1562		Dec	1649	328	1977					
75		18424	2797	21221			20621	3176	23797			23,924	3516	27440					
76																			
77	2007	New	Ex-Oversea	Total		2008	New	Ex-Oversea	Total		2009	New	Ex-Oversea	Total					
78	Jan	1700	905	2605		Jan	1856	882	2738		Jan	1212	228	1440					
79	Feb	1692	991	2683		Feb	2004	982	2986		Feb	1263	224	1487					
80	Mar	2444	1075	3519		Mar	2492	860	3352		Mar	1564	234	1798					
81	Apr	1731	825	2556		Apr	2022	786	2808		Apr	1204	226	1430					
82	May	2051	1018	3069		May	2002	862	2864		May	1314	192	1506					
83	Jun	2552	917	3469		Jun	2877	2082	4959		Jun	1812	224	2036					
84	Jul	2497	1159	3656		Jul	2059	440	2499		Jul	1267	237	1504					
85	Aug	2176	1218	3394		Aug	1680	394	2074		Aug	1076	235	1311					
86	Sep	2085	1072	3157		Sep	1842	409	2251		Sep	1453	289	1742					
87	Oct	2151	1103	3254		Oct	1863	456	2319		Oct	1218	313	1531					
88	Nov	2234	1153	3387		Nov	1639	356	1995		Nov	1249	317	1566					
89	Dec	1701	1137	2838		Dec	1597	351	1948		Dec	1012	435	1447					
90		25014	12573	37587			23933	8860	32793			15644	3154	18798					

Commercials by years

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S
91																			
92	2004	New	Ex-Oversea	Total		2005	New	Ex-Oversea	Total		2006	New	Ex-Oversea	Total					
93	Jan	1522	1130	2652		Jan	1695	870	2565		Jan	1483	904	2387					
94	Feb	1702	1327	3029		Feb	1830	1324	3154		Feb	1829	992	2821					
95	Mar	2314	1459	3773		Mar	2507	1283	3790		Mar	2629	1242	3871					
96	Apr	1841	1267	3108		Apr	1906	1208	3114		Apr	1504	883	2387					
97	May	1867	1323	3190		May	2358	1207	3565		May	2180	1230	3410					
98	Jun	2579	1269	3848		Jun	2668	1137	3805		Jun	2599	975	3574					
99	Jul	2363	1344	3707		Jul	2390	1166	3556		Jul	2051	919	2970					
100	Aug	1903	1338	3241		Aug	2424	1260	3684		Aug	1909	1065	2974					
101	Sep	2219	1292	3511		Sep	2286	1145	3431		Sep	1924	972	2896					
102	Oct	1809	1152	2961		Oct	1915	1128	3043		Oct	1607	1016	2623					
103	Nov	2057	1260	3317		Nov	2077	1129	3206		Nov	1866	1094	2960					
104	Dec	1861	1089	2950		Dec	1567	1121	2688		Dec	1601	933	2534					
105		24037	15250	39287			25623	13978	39601			23182	12225	35407					
106																			
107	2001	New	Ex-Oversea	Total		2002	New	Ex-Oversea	Total		2003	New	Ex-Oversea	Total					
108	Jan	933	444	1377		Jan	1125	682	1807		Jan	1448	886	2334					
109	Feb	1118	503	1621		Feb	1388	679	2067		Feb	1531	904	2435					
110	Mar	1418	548	1966		Mar	1718	837	2555		Mar	1984	942	2926					
111	Apr	1090	484	1574		Apr	1500	755	2255		Apr	1485	817	2302					
112	May	1390	623	2013		May	1796	953	2749		May	1756	1050	2806					
113	Jun	1667	562	2229		Jun	2117	820	2937		Jun	2337	977	3314					
114	Jul	1466	573	2039		Jul	1673	948	2621		Jul	1934	1159	3093					
115	Aug	1518	700	2218		Aug	1783	990	2773		Aug	1698	1120	2818					
116	Sep	1366	604	1970		Sep	1803	974	2777		Sep	2037	1225	3262					
117	Oct	1373	644	2017		Oct	1655	975	2630		Oct	1923	1308	3231					
118	Nov	1584	624	2208		Nov	1681	973	2654		Nov	1769	1236	3005					
119	Dec	1644	587	2231		Dec	1418	940	2358		Dec	1609	1175	2784					
120		16567	6896	23463			19657	10526	30183			21511	12799	34310					
121																			
122	Commercial Vehicles by years																		
123	1998	New	Ex-Oversea	Total		1999	New	Ex-Oversea	Total		2000	New	Ex-Oversea	Total					
124	Jan	898	701	1599		Jan	737	562	1299		Jan	1029	497	1526					
125	Feb	916	729	1645		Feb	987	656	1643		Feb	1331	662	1993					
126	Mar	1122	772	1894		Mar	1488	748	2236		Mar	1663	746	2409					
127	Apr	878	673	1551		Apr	1083	677	1760		Apr	985	467	1452					
128	May	892	675	1567		May	1049	674	1723		May	1461	664	2125					
129	Jun	1297	687	1984		Jun	1095	653	1848		Jun	1402	618	2020					
130	Jul	891	822	1713		Jul	1302	780	2082		Jul	1135	565	1700					
131	Aug	905	695	1600		Aug	1274	789	2063		Aug	1391	676	2067					
132	Sep	885	730	1615		Sep	1426	724	2150		Sep	1427	585	2012					
133	Oct	985	756	1741		Oct	1280	634	1914		Oct	1323	479	1802					
134	Nov	1072	733	1805		Nov	1230	697	1927		Nov	1529	536	2065					
135	Dec	1087	736	1823		Dec	995	688	1683		Dec	1669	451	2120					
136		11828	8709	20537			14046	8282	22328			16345	6946	23291					
137																			
138																			

Commercials by years

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S
139	1997	New	Ex-Oversea	Total		1996	New	Ex-Oversea	Total		1995	New	Ex-Oversea	Total					
140	Jan	886	1031	1917		Jan	1127	1006	2133		Jan	1083	1138	2221					
141	Feb	1080	1065	2145		Feb	1150	1225	2375		Feb	1143	1211	2354					
142	Mar	1255	1029	2284		Mar	1417	1256	2673		Mar	1501	1333	2834					
143	Apr	1143	1081	2224		Apr	1148	1169	2317		Apr	1015	962	1977					
144	May	1145	1180	2325		May	1432	1565	2997		May	1354	1380	2734					
145	Jun	1140	913	2053		Jun	1229	1232	2461		Jun	1347	1230	2577					
146	Jul	1110	991	2101		Jul	1343	1415	2758		Jul	1235	1240	2475					
147	Aug	1031	871	1902		Aug	1310	1396	2706		Aug	1417	1310	2727					
148	Sep	1114	925	2039		Sep	1348	1182	2530		Sep	1321	1283	2604					
149	Oct	1086	837	1923		Oct	1190	1281	2471		Oct	1306	1228	2534					
150	Nov	1032	795	1827		Nov	1199	1281	2480		Nov	1235	1240	2475					
151	Dec	912	868	1780		Dec	839	1105	1944		Dec	930	1156	2086					
152		12934	11586	24520			14732	15113	29845			14887	14711	29598					
153																			
154																			
155	1994	New	Ex-Oversea	Total		1993	New	Ex-Oversea	Total		1992	New	Ex-Oversea	Total					
156	Jan	1023	1132	2155		Jan	852	910	1762		Jan	884	467	1351					
157	Feb	1140	1083	2223		Feb	986	1002	1988		Feb	1006	509	1515					
158	Mar	1580	1836	3416		Mar	1437	1245	2682		Mar	1255	620	1875					
159	Apr	1057	830	1887		Apr	1043	1129	2172		Apr	1064	674	1738					
160	May	1422	1174	2596		May	1120	1196	2316		May	1150	818	1968					
161	Jun	1452	1134	2586		Jun	1360	1151	2511		Jun	1355	850	2205					
162	Jul	1431	1199	2630		Jul	1268	1217	2485		Jul	1240	1213	2453					
163	Aug	1460	1242	2702		Aug	1256	1226	2482		Aug	1136	998	2134					
164	Sep	1434	1284	2718		Sep	1229	1185	2414		Sep	1212	956	2168					
165	Oct	1289	1194	2483		Oct	1116	1063	2179		Oct	1198	966	2164					
166	Nov	1417	1328	2745		Nov	1227	1175	2402		Nov	1152	1032	2184					
167	Dec	978	1415	2393		Dec	834	1175	2009		Dec	918	1099	2017					
168		15683	14851	30534			13728	13674	27402			13570	10202	23772					
169																			
170																			
171	1991	New	Ex-Oversea	Total		1990	New	Ex-Oversea	Total		1989	New	Ex-Oversea	Total					
172	Jan	930	616	1546		Jan	1088	810	1898		Jan	840	326	1166					
173	Feb	970	561	1531		Feb	1338	645	1983		Feb	1176	277	1453					
174	Mar	1387	709	2096		Mar	1939	837	2776		Mar	1752	420	2172					
175	Apr	1140	709	1849		Apr	1346	738	2084		Apr	1155	459	1614					
176	May	1236	986	2222		May	1793	909	2702		May	1519	596	2115					
177	Jun	1354	844	2198		Jun	1725	922	2647		Jun	1740	519	2259					
178	Jul	1262	1027	2289		Jul	1648	922	2570		Jul	1313	579	1892					
179	Aug	1080	985	2065		Aug	821	880	2701		Aug	1894	532	2426					
180	Sep	1187	976	2163		Sep	1727	671	2398		Sep	1654	507	2161					
181	Oct	979	934	1913		Oct	1970	1255	3225		Oct	1474	505	1979					
182	Nov	1071	1003	2074		Nov	1610	772	2382		Nov	1442	660	2102					
183	Dec	903	2136	3039		Dec	960	1119	2079		Dec	1071	865	1936					
184		13499	11486	24985			18965	10480	29445			17030	6245	23275					
185																			
186																			
187	1988	New	Ex-Oversea	Total		1987	New	Ex-Oversea	Total		1986	New	Ex-Oversea	Total					

Commercials by years

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S
188	Jan	901	87	988		Jan	1029	50	1079		Jan	1369	20	1389					
189	Feb	1030	85	1115		Feb	1078	34	1112		Feb	1444	36	1480					
190	Mar	1582	116	1698		Mar	1694	37	1731		Mar	2213	23	2236					
191	Apr	909	125	1034		Apr	1085	50	1135		Apr	1542	45	1587					
192	May	1069	86	1155		May	1177	51	1228		May	1480	18	1498					
193	Jun	1257	122	1379		Jun	1499	61	1560		Jun	1274	15	1289					
194	Jul	1192	151	1343		Jul	1395	78	1473		Jul	1953	41	1994					
195	Aug	1511	214	1725		Aug	1442	117	1559		Aug	1685	28	1713					
196	Sep	1416	160	1576		Sep	1453	173	1626		Sep	1809	41	1850					
197	Oct	1262	195	1457		Oct	1258	75	1333		Oct	1345	37	1382					
198	Nov	1385	262	1647		Nov	1159	82	1241		Nov	1177	65	1242					
199	Dec	1161	374	1535		Dec	945	97	1042		Dec	877	46	923					
200		14675	1977	16652			15214	905	16119			18168	415	18583					
201																			
202																			
203	1985	New	Ex-Oversea	Total		1984	New	Ex-Oversea	Total		1983	New	Ex-Oversea	Total					
204	Jan	1404	20	1424		Jan	1794	35	1829		Jan	1592	32	1624					
205	Feb	1744	14	1758		Feb	2057	26	2083		Feb	1937	13	1950					
206	Mar	3446	26	3472		Mar	3328	16	3344		Mar	3613	56	3669					
207	Apr	1478	22	1500		Apr	1570	13	1583		Apr	1912	22	1934					
208	May	1857	8	1865		May	1961	12	1973		May	2167	19	2186					
209	Jun	1599	15	1614		Jun	2108	15	2123		Jun	1954	22	1976					
210	Jul	2580	13	2593		Jul	2892	16	2908		Jul	2118	17	2135					
211	Aug	2201	20	2221		Aug	2870	21	2891		Aug	2042	21	2063					
212	Sep	1994	12	2006		Sep	2369	11	2380		Sep	1971	18	1989					
213	Oct	1792	23	1815		Oct	2426	22	2448		Oct	1940	15	1955					
214	Nov	1636	24	1660		Nov	2199	9	2208		Nov	2120	13	2133					
215	Dec	1331	25	1356		Dec	1255	10	1265		Dec	1395	15	1410					
216		23062	222	23284			26829	206	27035			24761	263	25024					
217																			
218																			
219	1982	New	Ex-Oversea	Total		1981	New	Ex-Oversea	Total										
220	Jan	1972	16	1988		Jan	1498	31	1529										
221	Feb	2216	20	2236		Feb	1815	22	1837										
222	Mar	3875	29	3904		Mar	2405	30	2435										
223	Apr	2754	14	2768		Apr	1680	16	1696										
224	May	2898	20	2918		May	1964	19	1983										
225	Jun	3383	17	3400		Jun	2239	13	2252										
226	Jul	2821	16	2837		Jul	2523	13	2536										
227	Aug	2485	10	2495		Aug	2323	13	2336										
228	Sep	2151	21	2172		Sep	2403	12	2415										
229	Oct	1934	12	1946		Oct	2383	14	2397										
230	Nov	2348	21	2369		Nov	2320	25	2345										
231	Dec	1655	24	1679		Dec	1823	13	1836										
232		30492	220	30712			25376	221	25597										

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Commercials(new) by month

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O
2	Year		Jan	Feb	Mar	April	May	June	July	Aug	Sept	Oct	Nov	Dec	TOTALS
3															
4	1981		1498	1815	2405	1680	1964	2239	2523	2323	2403	2383	2320	1823	25,376
5	1982		1972	2216	3875	2754	2898	3383	2821	2485	2151	1934	2348	1655	30,492
6	1983		1592	1937	3613	1912	2167	1954	2118	2042	1971	1940	2120	1395	24,761
7	1984		1794	2057	3328	1570	1961	2108	2892	2870	2369	2426	2199	1255	26,829
8	1985		1404	1744	3446	1478	1857	1599	2580	2201	1994	1792	1636	1331	23,062
9	1986		1369	1444	2213	1542	1480	1274	1953	1685	1809	1345	1177	877	18,168
10	1987		1029	1078	1694	1085	1177	1499	1395	1442	1453	1258	1159	945	15,214
11	1988		901	1030	1582	909	1069	1257	1192	1511	1416	1262	1385	1161	14,675
12	1989		840	1176	1752	1155	1519	1740	1313	1894	1654	1474	1442	1071	17,030
13	1990		1088	1338	1939	1346	1793	1725	1648	1821	1727	1970	1610	960	18,965
14	1991		930	970	1387	1140	1236	1354	1262	1080	1187	979	1071	903	13,499
15	1992		884	1006	1255	1064	1150	1355	1240	1136	1212	1198	1152	918	13,570
16	1993		852	986	1437	1043	1120	1360	1268	1256	1229	1116	1227	834	13,728
17	1994		1023	1140	1580	1057	1422	1452	1431	1460	1434	1289	1417	978	15,683
18	1995		1083	1143	1501	1015	1354	1347	1235	1417	1321	1306	1235	930	14,887
19	1996		1127	1150	1417	1148	1432	1229	1343	1310	1348	1190	1199	839	14,732
20	1997		886	1080	1255	1143	1145	1140	1110	1031	1114	1086	1032	912	12,934
21	1998		898	916	1122	878	892	1297	891	905	885	985	1072	1087	11,828
22	1999		737	987	1488	1083	1049	1195	1302	1274	1426	1280	1230	995	14,046
23	2000		1029	1331	1663	985	1461	1402	1135	1391	1427	1323	1529	1669	16,345
24	2001		933	1118	1418	1090	1390	1667	1466	1518	1366	1373	1584	1644	16,567
25	2002		1125	1388	1718	1500	1796	2117	1673	1783	1803	1655	1681	1418	19,657
26	2003		1448	1531	1984	1405	1756	2337	1934	1698	2037	1923	1769	1609	21,511
27	2004		1522	1702	2314	1841	1867	2579	2363	1903	2219	1809	2057	1861	24,037
28	2005		1695	1830	2507	1906	2358	2668	2390	2424	2286	1915	2077	1567	25,623
29	2006		1483	1829	2629	1504	2180	2599	2051	1909	1924	1607	1866	1601	23,182
30	2007		1700	1692	2444	1731	2051	2552	2497	2176	2085	2151	2234	1701	25,014
31	2008		1856	2004	2492	2022	2002	2877	2059	1680	1842	1863	1639	1597	23,933
32	2009		1212	1263	1564	1204	1314	1812	1267	1076	1453	1218	1249	1012	15,644
33	2010		1102	1357	1595	1103	1801	2218	1551	1717	1646	1431	1507	1396	18,424
34	2011		1313	1560	2181	1352	2028	2287	1826	1698	1944	1598	1684	1150	20,621
35	2012		1182	1552	2029	1618	2364	2959	2153	2216	2053	2052	2097	1649	23,924
36	2013		1908	2148	2705	2235	2577	3181	2632	2602	2799	2734	2935	2405	30,861
37	2014		2235	2567	3244	2578	3262	4002	3242	3106	3458	3113	3113	2797	36,717
38	2015		2657	2821	3680	2915	3191	4009	3094	3440	3639	3048	3505	3136	39,135
39	2016		2994	3121	3919	3150	3678	4513	3868	3781	4180	3914	4018	3156	44,292
40	2017		3673	3733	4639	3639	4745	5804	4026	4456	4652	4416	4305	3420	51,508
41	2018		4037	4116	4978	3575	4893	5447	4283	4561	4478	4903	4816	3470	53,557

Commercials(used) by month

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O
1	Year		Jan	Feb	Mar	April	May	June	July	Aug	Sept	Oct	Nov	Dec	TOTALS
2															
3	1979														0
4	1980														0
5	1981		31	22	30	16	19	13	13	13	12	14	25	13	221
6	1982		16	20	29	14	20	17	16	10	21	12	21	24	220
7	1983		32	13	56	22	19	22	17	21	18	15	13	15	263
8	1984		35	26	16	13	12	15	16	21	11	22	9	10	206
9	1985		20	14	26	22	8	15	13	20	12	23	24	25	222
10	1986		20	36	23	45	18	15	41	28	41	37	65	46	415
11	1987		50	34	37	50	51	61	78	117	173	75	82	97	905
12	1988		87	85	116	125	86	122	151	214	160	195	262	374	1977
13	1989		326	277	420	459	596	519	579	532	507	505	660	865	6245
14	1990		810	645	837	738	909	922	922	880	671	1255	772	1119	10,480
15	1991		616	561	709	709	986	844	1027	985	976	934	1003	2136	11,486
16	1992		467	509	620	674	818	850	1213	998	956	966	1032	1099	10,202
17	1993		910	1002	1245	1129	1196	1151	1217	1226	1185	1063	1175	1175	13,674
18	1994		1132	1083	1836	830	1174	1134	1199	1242	1284	1194	1328	1415	14,851
19	1995		1138	1211	1333	962	1380	1230	1240	1310	1283	1228	1240	1156	14,711
20	1996		1006	1225	1256	1169	1565	1232	1415	1396	1182	1281	1281	1105	15,113
21	1997		1031	1065	1029	1081	1180	913	991	871	925	837	795	868	11,586
22	1998		701	729	772	673	675	687	822	695	730	756	733	736	8,709
23	1999		562	656	748	677	674	653	780	789	724	634	697	688	8,282
24	2000		497	662	746	467	664	618	555	676	585	479	536	451	6,946
25	2001		444	503	548	484	623	562	573	700	604	644	624	587	6,896
26	2002		682	679	837	755	953	820	948	990	974	975	973	940	10,526
27	2003		886	904	942	817	1050	927	1159	1120	1225	1308	1236	1175	12,799
28	2004		1130	1327	1459	1267	1323	1269	1344	1338	1292	1152	1260	1089	15,250
29	2005		870	1324	1283	1208	1207	1137	1166	1260	1145	1128	1129	1121	13,978
30	2006		904	992	1242	883	1230	975	819	1065	972	1016	1094	933	12,225
31	2007		905	991	1075	825	1018	917	1159	1218	1072	1103	1153	1137	12,573
32	2008		882	982	860	786	862	2082	440	394	409	456	356	351	8,860
33	2009		228	224	234	226	192	224	237	235	289	313	317	435	3,154
34	2010		267	216	242	212	224	207	212	200	215	204	278	320	2,797
35	2011		218	221	262	230	217	223	230	325	303	231	304	412	3,176
36	2012		245	287	316	230	280	277	276	339	285	319	334	328	3,516
37	2013		429	360	465	433	561	462	527	546	500	628	621	562	6,094
38	2014		627	592	617	538	709	584	676	667	792	701	719	721	7,943
39	2015		644	681	785	737	742	690	806	735	759	736	792	731	8,838
40	2016		695	745	891	826	884	864	932	1002	964	974	1144	1046	10,967
41	2017		928	998	1249	908	1150	1129	1089	1148	1094	1130	1165	1044	13,032
42	2018		1024	948	975	828	1106	999	1082	1224	1011	1066	1055	849	12,167
43	2019		937	1000	1009	848	940	858	964	936	902	1001	999	887	11,281
44	2020		847	864	691	87	833	960	990	761	936	784	690	607	9,050
45	2021		452	507	645	567	612	594	624	360	470	713	748	700	6,992
46	2022		585	876	2124	278	394	348	413	499	557	532	540		7,146

Top 15 total new vehicle registrations (pass and commercial)											
Full year 2021			Month of November 2022			YTD November 2022					
1	Toyota	29258	18%	1	Toyota	2709	17%	1	Toyota	26794	18%
2	Mitsubishi	20140	12%	2	Ford	1960	13%	2	Mitsubishi	22618	15%
3	Ford	17286	10%	3	Mitsubishi	1639	10%	3	Ford	13608	9%
4	Kia	10183	6%	4	Tesla	1365	9%	4	Kia	11007	7%
5	Mazda	9255	6%	5	Suzuki	930	6%	5	Suzuki	7771	5%
6	Nissan	8519	5%	6	Kia	830	5%	6	Hyundai	7719	5%
7	Hyundai	8019	5%	7	Hyundai	612	4%	7	Mazda	5765	4%
8	Suzuki	7856	5%	8	Nissan	587	4%	8	Tesla	5726	4%
9	Volkswagen	5442	3%	9	BYD	475	3%	9	MG	4852	3%
10	Honda	3986	2%	10	MG	471	3%	10	Nissan	4073	3%
11	MG	3819	2%	11	Mazda	439	3%	11	Honda	3603	2%
12	Tesla	3278	2%	12	Volkswagen	337	2%	12	Volkswagen	3499	2%
13	Isuzu	2950	2%	13	Honda	328	2%	13	Mercedes-Benz	2777	2%
14	Mercedes-Benz	2881	2%	14	Skoda	324	2%	14	Subaru	2272	1%
15	Subaru	2837	2%	15	Mercedes-Benz	224	1%	15	LDV	2244	1%
	OTHERS	29,578	17.0%		OTHERS	2,391	15.3%		OTHERS	28,677	18.7%
	Total	165287			Total	15621			Total	153005	
Top 15 new passenger car/SUV registrations											
Full Year 2021			Month of November 2022			YTD November 2022					
1	Toyota	17883	16%	1	Toyota	1654	15%	1	Mitsubishi	16276	15%
2	Mitsubishi	14582	13%	2	Tesla	1365	2%	2	Toyota	15803	15%
3	Kia	10183	9%	3	Mitsubishi	1306	12%	3	Kia	11007	10%
4	Suzuki	7823	7%	4	Suzuki	928	8%	4	Suzuki	7733	7%
5	Mazda	7222	6%	5	Kia	830	7%	5	Hyundai	7152	7%
6	Hyundai	6794	6%	6	Hyundai	569	5%	6	Tesla	5726	5%
7	Nissan	4945	4%	7	BYD	475	4%	7	Mazda	5041	5%
8	Volkswagen	4292	4%	8	MG	471	4%	8	MG	4852	4%
9	Honda	3986	4%	9	Nissan	440	4%	9	Honda	3603	3%
10	MG	3819	3%	10	Mazda	392	4%	10	Ford	2723	3%
11	Ford	3542	3%	11	Ford	388	3%	11	Volkswagen	2674	2%
12	Tesla	3278	3%	12	Honda	328	3%	12	Subaru	2272	2%
13	Subaru	2837	3%	13	Skoda	324	3%	13	Nissan	2183	2%
14	Haval	2304	2%	14	Volkswagen	281	2%	14	Haval	2140	2%
15	Mercedes-Benz	2189	2%	15	Subaru	207	2%	15	Skoda	2071	2%
	OTHERS	16,329	14.6%		OTHERS	1,247	11.2%		OTHERS	16,593	15.4%
	Total	112008			Total	11175			Total	107849	
Top 15 new commercial vehicle registrations											
Full Year 2021			Month of November 2022			YTD November 2022					
1	Ford	13,744	26%	1	Ford	1572	35%	1	Toyota	10991	24%
2	Toyota	11,375	21%	2	Toyota	1055	24%	2	Ford	10885	24%
3	Mitsubishi	5,558	10%	3	Mitsubishi	333	7%	3	Mitsubishi	6342	14%
4	Nissan	3,574	7%	4	LDV	180	4%	4	LDV	2090	5%
5	LDV	2,520	5%	5	Nissan	147	3%	5	Nissan	1890	4%
6	Isuzu	2,424	5%	6	Fuso	125	3%	6	Isuzu	1726	4%
7	Mazda	2,033	4%	7	Isuzu Trucks	117	3%	7	Fuso	1214	3%
8	Great Wall	1,448	3%	8	Mercedes-Benz	100	2%	8	Isuzu Trucks	1061	2%
9	Hyundai	1,225	2%	9	Hino	96	2%	9	Hino	895	2%
10	Volkswagen	1,150	2%	10	Volkswagen	86	2%	10	Mercedes-Benz	845	2%
11	Fuso	1,096	2%	11	Isuzu	77	2%	11	Volkswagen	825	2%
12	Isuzu Trucks	1,000	2%	12	Fiat	59	1%	12	Mazda	724	2%
13	Fiat	852	2%	13	Scania	56	1%	13	Fiat	596	1%
14	Hino	786	1%	14	Iveco	53	1%	14	Great Wall	567	1%
15	Mercedes-Benz	692	1%	15	Mazda	47	1%	15	Hyundai	567	1%
	OTHERS	3,802	8.7%		OTHERS	343	7.71%		OTHERS	3,938	8.7%
	Total	53279			Total	4446			Total	45156	
Note - The MIA registrations are counted only once. During the year some vehicles are deregistered, and accordingly the YTD figures in these tables will be less than the YTD figures provided by the NZTA.											

Top fifteen new car/SUV models														
Full year 2021			Month of November 2022			YTD November 2022								
1	1	MITSUBISHI OUTLANDER	6506	6%	1	1	TESLA MODEL Y	1099	10%	1	1	MITSUBISHI OUTLANDER	8768	8%
2	2	TOYOTA RAV4	6212	6%	2	2	MITSUBISHI OUTLANDER	599	5%	2	2	TOYOTA RAV4	5597	5%
3	3	MITSUBISHI ASX	5036	4%	3	3	TOYOTA RAV4	572	5%	3	3	SUZUKI SWIFT	3566	3%
4	4	TOYOTA COROLLA	4766	4%	4	4	BYD ATTO 3	475	4%	4	4	MITSUBISHI ECLIPSE CROSS	3402	3%
5	5	TESLA MODEL 3	3271	3%	5	5	SUZUKI SWIFT	438	4%	5	5	TESLA MODEL Y	3358	3%
6	6	MAZDA CX-5	3128	3%	6	6	MITSUBISHI ASX	397	4%	6	6	MITSUBISHI ASX	3042	3%
7	7	SUZUKI SWIFT	2832	3%	7	7	MG ZS	360	3%	7	7	KIA SPORTAGE	3035	3%
8	8	MG ZS	2590	2%	8	8	NISSAN X-TRAIL	310	3%	8	8	MG ZS	2983	3%
9	9	KIA STONIC	2522	2%	9	9	KIA SPORTAGE	298	3%	9	9	TOYOTA COROLLA	2489	2%
10	10	NISSAN X-TRAIL	2491	2%	10	10	TESLA MODEL 3	266	2%	10	10	TESLA MODEL 3	2368	2%
11	11	HYUNDAI KONA	2354	2%	11	11	MITSUBISHI ECLIPSE CROSS	245	2%	11	11	HYUNDAI KONA	2359	2%
12	12	KIA SELTOS	2181	2%	12	12	FORD EVEREST	237	2%	12	12	HONDA JAZZ	2258	2%
13	13	KIA SPORTAGE	2096	2%	13	13	HONDA JAZZ	223	2%	13	13	MAZDA CX-5	2186	2%
14	14	NISSAN QASHQAI	2011	2%	14	14	TOYOTA COROLLA	220	2%	14	14	KIA STONIC	2051	2%
15	15	MITSUBISHI ECLIPSE CROS	1983	2%	15	15	TOYOTA YARIS CROSS	212	2%	15	15	TOYOTA YARIS CROSS	1767	2%
Top fifteen new commercial models														
Full year 2021			Month of November 2022			YTD November 2022								
1	1	FORD RANGER	12580	24%	1	1	FORD RANGER	1527	34%	1	1	FORD RANGER	10465	23%
2	2	TOYOTA HILUX	8430	16%	2	2	TOYOTA HILUX	925	21%	2	2	TOYOTA HILUX	9178	20%
3	3	MITSUBISHI TRITON	4963	9%	3	3	MITSUBISHI TRITON	313	7%	3	3	MITSUBISHI TRITON	5858	13%
4	4	NISSAN NAVARA	3574	7%	4	4	NISSAN NAVARA	147	3%	4	4	NISSAN NAVARA	1889	4%
5	5	ISUZU D-MAX	2424	5%	5	5	TOYOTA HIACE	99	2%	5	5	ISUZU D-MAX	1726	4%
6	6	TOYOTA HIACE	2420	5%	6	6	MERCEDES-BENZ SPRINTER	92	2%	6	6	TOYOTA HIACE	1532	3%
7	7	MAZDA BT-50	2033	4%	7	7	ISUZU D-MAX	77	2%	7	7	MAZDA BT-50	724	2%
8	8	GREAT WALL GWM CANNON	1276	2%	8	8	FIAT DUCATO	59	1%	8	8	MERCEDES-BENZ SPRINTER	711	2%
9	9	FORD TRANSIT	1159	2%	9	9	ISUZU TRUCKS N SERIES	58	1%	9	9	LDV T60	597	1%
10	10	HYUNDAI ILOAD	1008	2%	10	10	LDV ET60	51	1%	10	10	FIAT DUCATO	595	1%
11	11	FIAT DUCATO	851	2%	11	11	MAZDA BT-50	47	1%	11	11	GREAT WALL GWM CANNON	567	1%
12	12	LDV G10	793	1%	12	12	ISUZU TRUCKS F SERIES	46	1%	12	12	HYUNDAI STARIA LOAD	502	1%
13	13	LDV T60	780	1%	13	13	FORD TRANSIT	45	1%	13	13	LDV DELIVER 9	486	1%
14	14	MITSUBISHI EXPRESS	589	1%	14	14	HINO 500	44	1%	14	14	MITSUBISHI EXPRESS	482	1%
15	15	MERCEDES-BENZ SPRINTER	548	1%	15	15	LDV DELIVER 9	41	1%	15	15	LDV G10	466	1%
Top 15 Rental Vehicles for the Month of November 2022					Top 15 Rental Vehicles YTD 2022									
1	1	TOYOTA RAV4	187	7%	1	1	MITSUBISHI OUTLANDER	1956	13%					
2	2	HYUNDAI STARIA	180	7%	2	2	TOYOTA RAV4	1263	9%					
3	3	SUZUKI SWIFT	174	7%	3	3	TOYOTA COROLLA	1141	8%					
4	4	NISSAN X-TRAIL	162	6%	4	4	KIA STONIC	893	6%					
5	5	MITSUBISHI ASX	159	6%	5	5	SUZUKI SWIFT	590	4%					
6	6	KIA CARNIVAL	158	6%	6	6	MITSUBISHI ASX	576	4%					
7	7	TOYOTA COROLLA	157	6%	7	7	TOYOTA HILUX	505	3%					
8	8	SUZUKI VITARA	142	4%	8	8	TOYOTA YARIS CROSS	492	3%					
9	9	KIA SPORTAGE	105	4%	9	9	HYUNDAI IONIQ	478	3%					
10	10	MITSUBISHI OUTLANDER	111	4%	10	10	KIA CARNIVAL	394	3%					
11	11	SKODA KODIAQ	96	4%	11	11	SUZUKI VITARA	385	3%					
12	12	TOYOTA YARIS CROSS	92	4%	12	12	NISSAN X-TRAIL	371	3%					
13	13	TOYOTA LAND CRUISER PR	57	2%	13	13	KIA SPORTAGE	347	2%					
14	14	TOYOTA HILUX	56	2%	14	14	MERCEDES-BENZ SPRINTER	314	2%					
15	15	TOYOTA HIACE	52	2%	15	15	MITSUBISHI ECLIPSE CROSS	311	2%					

Please note there is a difference between the year to date total numbers in these tables compared to NZTA data. This is due to the fact the numbers below exclude all deregistrations from the earlier months
 In these cases the vehicles in question are recorded in the month they are re registered. They are not doubled counted as is the case with the NZTA tables.

Full Year 2021			Month of November 2022			YTD November 2022		
VFACTS - Segments	Sales	Share	VFACTS - Segments	Sales	Share	VFACTS - Segments	Sales	Share
Total	165287	165287	Total	15621	15621	Total	153005	153005
SUV Compact	37586	23%	SUV Medium	4369	28%	SUV Medium	36703	24%
SUV Medium	30015	18%	SUV Compact	2981	19%	SUV Compact	30980	20%
Pick Up/Chassis Cab 4X4	26348	16%	Pick Up/Chassis Cab 4X4	2553	16%	Pick Up/Chassis Cab 4X4	24265	16%
SUV Large	13902	8%	SUV Large	1029	7%	SUV Large	12303	8%
Pick Up/Chassis Cab 4X2	12115	7%	Light	978	6%	Light	10733	7%
Light	9643	6%	Pick Up/Chassis Cab 4X2	727	5%	Pick Up/Chassis Cab 4X2	8412	5%
Small	9401	6%	Heavy Commercial	597	4%	Small	6870	4%
Vans	7801	5%	Small	544	3%	Heavy Commercial	6180	4%
Heavy Commercial	5800	4%	Medium	499	3%	Vans	5383	4%
Medium	5385	3%	People Movers	421	3%	Medium	4770	3%
SUV Luxury	1580	1%	Vans	419	3%	SUV Luxury	1363	1%
Others	1217	1%	Others	166	1%	People Movers	1149	1%
Large	1097	1%	SUV Luxury	104	1%	Large	1041	1%
Sports	1001	1%	Large	92	1%	Others	878	1%
Micro	964	1%	Micro	68	0%	Sports	786	1%
People Movers	943	1%	Sports	50	0%	Micro	734	0%
Light Buses	372	0%	Light Buses	17	0%	Light Buses	355	0%
Upper Large	117	0%	Upper Large	7	0%	Upper Large	100	0%

Total Vehicle Sales by Model November 2022			Total Vehicle Sales by Model YTD 2022			Small Segment Profile YTD		
FORD RANGER	1527	10%	1 FORD RANGER	10465	7%	Total	90790	59%
TESLA MODEL Y	1099	7%	2 TOYOTA HILUX	9178	6%	SUV Compact	30980	20%
TOYOTA HILUX	925	6%	3 MITSUBISHI OUTLANDER	8768	6%	SUV Medium	36703	24%
MITSUBISHI OUTLANDER	599	4%	4 MITSUBISHI TRITON	5858	4%	Light	10733	7%
TOYOTA RAV4	572	4%	5 TOYOTA RAV4	5597	4%	Small	6870	4%
BYD ATTO 3	475	3%	6 SUZUKI SWIFT	3566	2%	Medium	4770	3%
SUZUKI SWIFT	438	3%	7 MITSUBISHI ECLIPSE CROSS	3402	2%	Micro	734	0%
MITSUBISHI ASX	397	3%	8 TESLA MODEL Y	3358	2%			
MG ZS	360	2%	9 MITSUBISHI ASX	3042	2%			
MITSUBISHI TRITON	313	2%	10 KIA SPORTAGE	3035	2%			
NISSAN X-TRAIL	310	2%	11 MG ZS	2983	2%			
KIA SPORTAGE	298	2%	12 TOYOTA COROLLA	2489	2%			
TESLA MODEL 3	266	2%	13 TESLA MODEL 3	2368	2%			
MITSUBISHI ECLIPSE CROSS	245	2%	14 HYUNDAI KONA	2359	2%			
FORD EVEREST	237	2%	15 HONDA JAZZ	2258	1%			

2 December 2022

November New Vehicle Registrations Soften Slightly

The Motor Industry Association's Mark Stockdale says that 15,621 registrations of new vehicles for the month of November were down 4.3 percent compared to November last year. Overall, the market year to date is 0.2 percent down on the first eleven months of 2021.

Registrations of 11,175 passenger cars and SUV's were down 0.3% (39 units) on the same month last year and is ahead of 2021 year to date by 3.2% (up 3,358 units).

Registrations of 4,446 new commercial vehicles were down 13.0% (667 units) on November last year. Year to date sales of commercial vehicles is down 7.4% (3,589 units) on the first eleven months of 2021.

Along with supply chain challenges, the 2022 market is being affected by changes to Clean Car Discount introduced on April and the Clean Car Standard about to take effect on the 1st of January. There has been an increase in low emission vehicle sales and a sustained reduction in the sales of light commercial vehicles, says Mark Stockdale.

Key points

- Overall, November 2022 registrations of 15,621 vehicles were down 4.3% (706 units) on the same month in 2021, and slightly down 0.2% (233 units) on 2021 year to date.
- There were 2,488 BEV passenger vehicles, 65 BEV light commercial vehicles, 23 BEV heavy vehicles, 542 PHEV's and 1,704 petrol hybrid vehicles sold for the month.
- Registration of 11,175 passenger and SUVs for November 2022 were down 0.3% (39 units) on November 2021 and commercial vehicle registrations of 4,446 were down 13.0% (667 units) compared to November 2021.
- The top three models for the month of November were the Ford Ranger (1,527 units), followed by the Tesla Model Y (1,099 units) and the Toyota Hilux in third place (925 units).
- Year to date the Ford Ranger has retained top spot (10,465 units), followed by the Toyota Hilux (9,178 units) and the Mitsubishi Outlander (8,768 units).

- Registrations of heavy vehicles remains strong with 735 units for the month.

Market leaders in November / 2022

Toyota retained the overall market leader with 17% market share (2,709 units), followed by Ford with 13% (1,960 units) and Mitsubishi in third spot with 10% market share (1,639 units).

Market share year to date, Toyota has retained the lead with 18% (26,794 units), followed by Mitsubishi with 15% share (22,618 units) and then Ford with 9% (13,608 units).

BEVs, PHEVs and Hybrids

There were 2,553 light vehicle and 23 heavy vehicle full battery electric vehicles registered in November. The top selling models were the Tesla Model Y (1099 units) followed by the BYD ATTO (475 units) and the Tesla Model 3 (266 units). Year to date there have been 13,469 light passenger and SUV BEV's registered compared to 5,586 in November 2021.

Registrations of plug-in hybrids were strong with 542 units registered for the month. The top selling models were the Mitsubishi Eclipse Cross (202 units) followed by the Mitsubishi Outlander (164 units) and then the MG HS (42 units).

There were 1,704 hybrids registered in the month of November, with the top selling models being the Toyota RAV4 (380 units) followed by the Honda Jazz (189 units) and the Toyota Corolla Cross (160 units).

SUV and passenger vehicle sales November / 2022

Toyota was the market lead for passenger and SUV registrations with 15% market share (1,654 units) followed by Tesla with 12% (1,365 units) and then Mitsubishi with also with 12% market share (1,306 units).

Mitsubishi retain the market share lead for passenger and SUV year to date with 15% share (16,276 units), followed by Toyota also with 15% share (15,803 units) and then Kia with 10% share (11,007 units).

Tesla has moved into sixth place with 5% market share (5,726 units).

The top selling passenger and SUV models for the month were the Tesla Model Y (1,099 units) followed by the Mitsubishi Outlander (599 units) and then the Toyota RAV4 (572 units).

Commercial vehicle sales November / 2022

The market for light commercial vehicles has settled in at just over seven percent lower than 2021 year to date.

Ford retained the commercial vehicle sector lead with 35% market share (1,572 units) followed by Toyota with 24% (1,055 units) and Mitsubishi in third with 7% market share (333 units).

The Ford Ranger took top spot for the month of November as the bestselling commercial model with 34% share (1,527 units) followed by the Toyota Hilux with 21% share (925 units) and the Mitsubishi Triton in third place with 7% market share (313 units).

Market share year to date, the Ford Ranger has retained the lead (23% share and 10,465 units) followed by the Toyota Hilux (20% share and 9,178 units) and then the Mitsubishi Triton (13% share and 5,858 units).

Segmentation

The top spots were the SUV medium segment with 28% share followed by SUV compact vehicles with 19% then the Pick Up/Chassis 4x4 segment with 16% market share.

Year to date small to medium segments comprise 59% of the total market.

ENDS:

Sheet 1: Detailed figures for top 15 distributors, full year 2022, month of November 2022 and year to date 2022, total vehicles, new cars and new commercials.

Sheet 2: Detailed figures for top 15 selling models - passenger cars and commercials - full year 2022, November 2022 and year to date 2022

Sheet 3: MIA segmentation full year 2022, November 2022 and year to date 2022.

For Further Information:

Mark Stockdale

Principal Technical Advisor

Motor Industry Association

Phone: s 9(2)(a)

Email: mark@mia.org.nz

Month on Month Comparisons 2012/21/21

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press secretary) to talk through your announcement to VIA members tomorrow.

Thanks,

Samuel Jaffe | Ministerial Advisor to Hon Michael Wood

s 9(2)(a) E: samuel.jaffe@parliament.govt.nz

Parliament Buildings, Wellington, New Zealand

Authorised by Michael Wood, Parliament Buildings, Wellington

From: Chris Stephenson [<mailto:chris@enterprisemg.co.nz>]

Sent: Wednesday, 19 October 2022 10:34 AM

To: Sam Jaffe <Samuel.Jaffe@parliament.govt.nz>

Subject: Thanks from the VIA for the Ministers time.

Morning Sam,

I was hoping you could please pass on to the Minister my thanks for his time yesterday, I know he is very busy at the moment. The VIA and our broader industry really do value the relationship and hope to keep it as close and constructive as possible.

I gave you my card with contact details, if you ever need anything my cell phone is the best way to reach me s 9(2)(a)

Kind Regards,

Chris Stephenson | CEO

Automotive Retail | Finance | Technology

Enterprise Motor Group | Community Financial Services | SatNav NZ

Level 1, 2-4 Sultan Street, Ellerslie, Auckland, 1051

PO Box 11096, Ellerslie, Auckland 1542

s 9(2)(a)

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/ L INFORM

7 March 2023

OC230187

Hon Michael Wood
Minister of Transport

cc Hon Kiritapu Allan
Associate Minister of Transport

ROAD TO ZERO MINISTERIAL OVERSIGHT GROUP MEETING 13 MARCH 2023

Snapshot

You are hosting the first Road to Zero Ministerial Oversight Group meeting for 2023. The key items on the agenda are a brief introduction to Road to Zero, the speed and infrastructure programme, road policing programme and the Road to Zero quarterly progress report for the October to December 2022 quarter.

Time and date	5:15pm, 13 March 2023
Venue	Zoom meeting
Attendees	Hon Willie Jackson, Associate Minister for ACC, Hon Kiritapu Allan, Minister of Justice and Associate Minister of Transport, Hon Stuart Nash, Minister of Police
Officials attending	Audrey Sonerson (Te Manatū Waka), Nicole Rosie (Waka Kotahi), Andrew Coster (NZ Police), Phil Parkes (WorkSafe), Megan Main (ACC), Kane Patena (Waka Kotahi), Bronwyn Turley (Te Manatū Waka), Rajesh Chhana (Ministry of Justice), Bryan Sherritt (Road to Zero), John Baillie (Waka Kotahi), Rebecca Ellery (Minutes)
Agenda	<ol style="list-style-type: none"> 1. Introduction 2. Speed and Infrastructure Programme 3. Road Policing Programme 4. Quarterly Progress Report (October to December 2022) 5. General business (time permitting)
Talking points	Some suggested talking points are included throughout this document.

Contacts

Name	Telephone	First contact
Bryan Sherritt	s 9(2)(a)	✓
Audrey Sonerson		

ROAD TO ZERO MINISTERIAL OVERSIGHT GROUP MEETING 13 MARCH 2023

Key points

- This is the first Road to Zero Ministerial Oversight Group (MOG) meeting of 2023.
- The MOG last met on 19 October 2022, it was scheduled to meet on 12 December 2022, but the meeting was deferred to 9 February 2023 due to conflicting priorities and this meeting was again deferred to 13 March 2023 for similar reasons.
- This is the first opportunity for five months for ministers to be appraised of the progress towards achieving the Road to Zero targets and objectives and to provide guidance and direction as to the most appropriate approach to remedy the shortfall in death and serious injury (DSI) reduction that is currently being reported.

This is the first MOG of 2023

- 1 This is the first MOG meeting of 2023, and the MOG has one new member Hon Stuart Nash, Minister of Police.

Agenda item 1: Introduction

- 2 **For item 1.1**, Bryan will provide a high-level overview of Road to Zero and its core elements and principles. The purpose of this update will be to ensure Ministers are appraised of what Road to Zero is and what it is trying to achieve, and how it aligns with the Vision Zero / Safe System approach to road safety that has been successfully implemented internationally.
- 3 **For item 1.2**, Bryan will provide a high-level overview of the 2023-25 Road to Zero Action plan and the importance of having a plan that clearly articulates what needs to be done by the road safety partners over the next three years.
- 4 Ministerial consultation on the new Road to Zero Action Plan for 2023 – 2025 (the plan) is expected to be underway in March, ahead of Cabinet Committee consideration of the plan.
- 5 The plan is needed to continue to drive a programme of activity to reduce road trauma. The plan represents a continuation of many measures outlined in the first plan, as modelling indicates that they offer the greatest potential for improving road safety.
- 6 These measures include infrastructure improvements (such as median barriers and intersection treatments), safer speeds, increased levels of enforcement (both by safety cameras and by Police officers) and lifting the safety performance of the vehicle fleet.
- 7 Several proposed new actions have been incorporated:

7.1 s 18(d)
7.2
7.3
7.4
7.5

- 8 Feedback from targeted stakeholder consultation was supportive of the proposed plan. There was a strong sense conveyed by stakeholders that the actions need to progress at a quicker pace, particularly given the delays caused by COVID-19.

Agenda item 2: Speed and Infrastructure Programme (SIP)

- 9 For this item, Waka Kotahi will provide an update on the median barrier programme and the speed programme.
- 10 These workstreams are key activities to ensure we achieve the objectives set out in the Road to Zero strategy (the strategy) and together represent half the DSI reduction that the strategy requires.
- 11 The current forecasting contained in the Road to Zero quarterly progress report indicates that SIP will only achieve 74% of the outputs required by the current targeted programme by 2030.

Suggested talking points

- 12 s 9(2)(g)(i)
- 13 You may wish to ask how Waka Kotahi are looking to mitigate the impacts of cyclone Gabrielle on the SIP.

- 14 s 9(2)(g)(i)

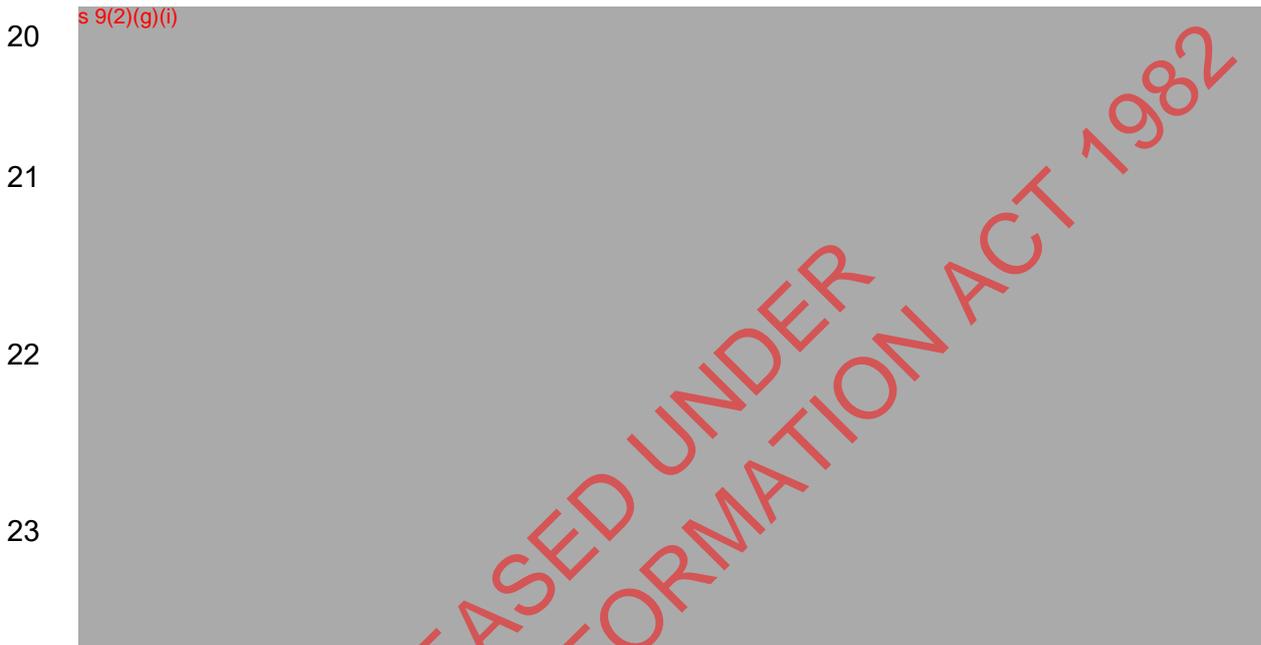
Agenda item 3: Road Policing Programme

- 15 For this item, the Police Commissioner will have an opportunity to outline the progress that has been made towards achieving the current road policing targets in the December 2022 quarter.
- 16 Some of the road policing metrics such as breath screening tests, and restraint checks showed dramatic improvement in the December 2022 quarter, with more than 800,000 breath screening tests having been conducted in the quarter.
- 17 Police will also cover off on road policing over the recent Christmas and New Year holiday period and Operation Open Road.

- 18 The new Road Safety Partnership Programme (RSPP) governance arrangements have been established, and both the RSPP senior executive group and the management and performance group have been stood up and initial meetings held.

Suggested talking points

- 19 You may wish to congratulate New Zealand Police for delivering more than 800,000 breath screening tests in the December 2022 quarter. This number of breath screening tests in a quarter demonstrates that the current RSPP target of three million breath screening tests annually is achievable.



Agenda item 4: Road to Zero Quarterly Update

- 24 For this item, Bryan will provide an overview of the key elements of the December 2022 quarter in the Road to Zero Quarterly Progress Report.

Portfolio Overview

- 25 The Road to Zero portfolio has again been assessed as being at amber/red status. This is due to key workstreams in the portfolio not currently progressing at a sufficient scale or pace to achieve the required outcomes of the strategy and the current Road to Zero Action Plan (2020 – 2022).
- 26 In the December 2022 quarter there were improvements in the following workstreams, infrastructure, speed management, accessible streets, and vehicle standards. However as indicated in the commentary in the executive summary, the workstreams of infrastructure and speed management (workstreams 1 and 2) are likely to regress in the next reporting period.
- 27 One workstream has had its status reduced to red, being the enhancement of drug driver testing, due to no oral fluid testing device being able to be found that can be legally recommended.

Focus areas for Ministers

- 28 The report on pages three and four contains a section articulating focus areas for Ministers, and it highlights items requiring passage through Cabinet or ministerial level support such as.

s 9(2)(f)(iv)



Suggested talking point

- 29 You may wish to provide guidance as to the relative priority of these focus areas.

2030 Road to Zero Forecast Trajectory

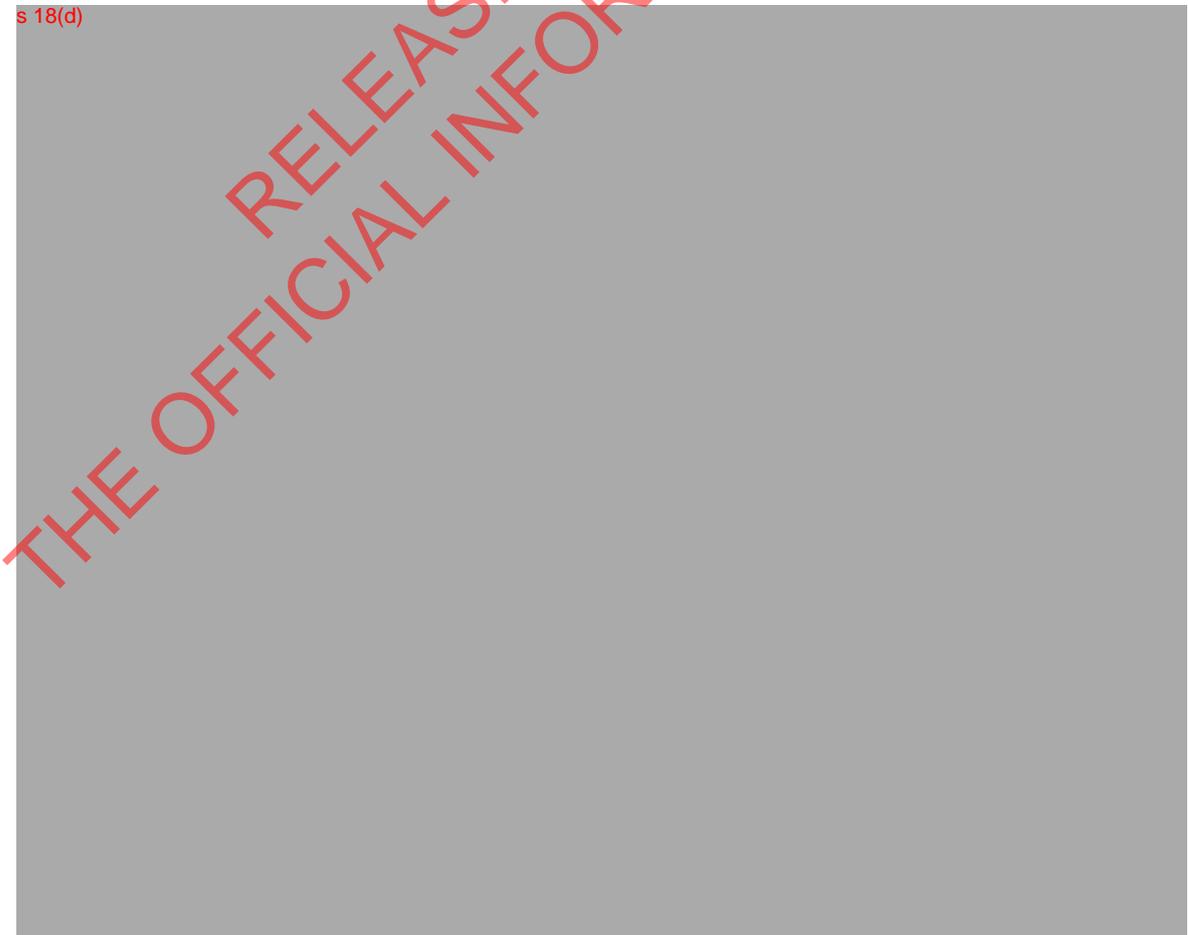
30

31

32

33

s 18(d)



34

s 9(2)(g)(i)

s 9(2)(g)(i)

Road Safety Investment Delivery Review

- 36 The report contains an overview of the progress being made in the addressing the agreed actions resulting from the Review conducted by Martin Jenkins.

Road to Zero Actions

- 37 The report contains information pertaining to the delivery of each of the current Road to Zero Action Plan actions, grouped around each of the Road to Zero focus areas. This includes key projects and activities, the required outputs, quarterly highlights, and risks, challenges, and mitigations for each action.

Road to Zero Infographic

- 38 The meeting pack contains an infographic that articulates progress that has been achieved in the last quarter on activities linked to the five Road to Zero focus areas which upon your approval is made publicly available.

Agenda item 5: General business

- 39 This item provides a chance for any general business to be raised. There is nothing we wish to bring to your attention for this item

Kaupapa mahi | Agenda

Meeting	Road to Zero Ministerial Oversight Group
Date	13 March 2023
Time Venue	5.15pm – 6.15pm: Online
Attendees	Hon Michael Wood, Minister of Transport, Hon Kiri Allan, Associate Minister of Transport and Minister of Justice, Hon Willie Jackson, Associate Minister for ACC, Hon Stuart Nash, Minister of Police
In attendance	Audrey Sonerson (Te Manatū Waka), Bryan Sherritt (Road to Zero), Nicole Rosie (Waka Kotahi), Kane Patena (Waka Kotahi), Andrew Coster (NZ Police), Phil Parkes (Worksafe), Megan Main (ACC), Rajesh Chhana (Ministry of Justice), Bronwyn Turley (Te Manatū Waka), John Baillie (Waka Kotahi), Rebecca Ellery (Minutes)
Apologies	To Be Advised

Time <i>(indicative only)</i>	Item No	Agenda Item	Responsible
5.15pm	1	Introduction	Audrey Sonerson
	1.1	What is Road to Zero?	Bryan Sherritt
	1.2	Update on Road to Zero Action Plan 2023 - 25	Bryan Sherritt
5.25pm	2	Speed and Infrastructure Programme	Nicole Rosie
	2.1	Standing Item - Median barrier update	John Baillie
5.35pm	3	Road Policing Programme	Andrew Coster
	3.1	Standing Item – Enforcement update	Andrew Coster

5.45pm	4	Road to Zero Quarterly Update	Audrey Sonerson
	4.1	Quarterly update on Road to Zero	Bryan Sherritt
6.10pm	5	General Business	
	5.1	Time Permitting	All

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Road to Zero

Bryan Sherritt – Director Road to Zero

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New Zealand we have a problem

Road Deaths per 100,000 inhabitants in 2022

- **New Zealand 7.4**
- **Australia 4.6**
 - Victoria 3.6
 - NSW 3.5
- **Best performing countries in Europe 2**

ROAD DEATHS PER 100,000 POPULATION AUSTRALASIAN JURISDICTIONS 2022



Annual Social Cost of Road Death and Serious Injury in New Zealand

Social costs of road trauma have recently been updated as part of a review of the value of statistical life and these are as follows:

Road Death = \$13.4 million

Road Serious Injury = \$1.3 million

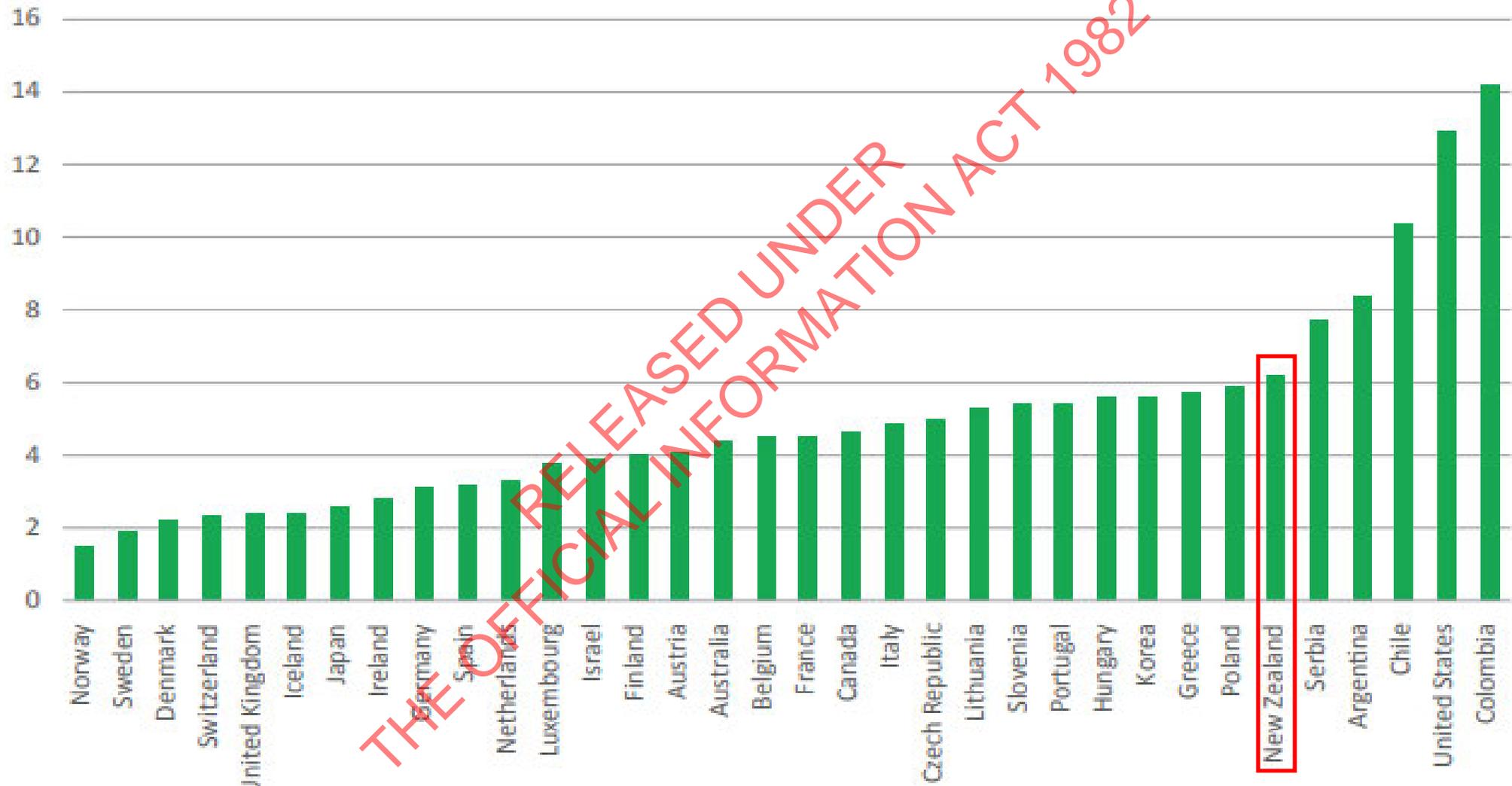
Social cost measures the total cost of road crashes to the nation, including loss of life and life quality, loss of productivity, medical, legal, court and vehicle damage costs.

- We have calculated the social cost of road related death and serious injury on New Zealand roads for the 12 month period between October 2021 and September 2022.
- Over this period there were 348 road deaths, and 2317 serious injuries recorded.
- This equates to a road death and serious injury social cost over this 12 month period of

\$7.7 billion¹

¹ Subject to change as the underlying injury data hasn't been finalised. Please note this figure does not include minor injury crashes and as such this should not be mistaken for a social cost figure for all road trauma in New Zealand.

Road fatalities per 100 000 inhabitants, 2021



Strategy

1.
Why



Vision:

A New Zealand where no one is killed or seriously injured in road crashes



2030 Target:

A 40 percent reduction in deaths and serious injuries (from 2018 levels)



Principles:

We promote good choices but plan for mistakes

We design for human vulnerability

We strengthen all parts of the road transport system

Safe System

We have a shared responsibility for improving road safety

Our actions are grounded in evidence and evaluated

Our road safety actions support health, wellbeing and liveable places

We make safety a critical decision making priority



Focus areas:

Infrastructure and speed

Vehicle safety

Work-related road safety

Road user choices

System management



What does Zero mean in Road to Zero

- We have zero tolerance that death and serious injury as that price that we must pay to simply use New Zealand Roads
- It is a **human centred** strategy based on the safe system approach to road safety.
- **Humans are fallible** - in that we make mistakes, and make poor choices
- **Humans are vulnerable** - in that there is a finite amount of force that human body can withstand in a crash before death and serious injury is the result.
- The system must be designed and operated such that **humans are protected** – this means all parts of the system operating together.
- The focus of Road to Zero is the ultimate elimination of death and serious injury due to road trauma
 - it is about reducing as much as we can the likelihood of crashes that result in Death and Serious Injury,
 - but importantly it is about managing the consequence of all crashes such that we have every chance of zero death and serious injuries

Key RtZ Outcomes

Road to Zero has strong focus on interventions that have been **proven to work**. The challenge in New Zealand is to implement these interventions at the **scale and pace** that will be necessary to achieve the target of a 40% reduction in DSI by 2030.

The most significant DSI reducing safe system interventions from Road to Zero are:

Infrastructure – at least 1000 km of flexible median barriers, more than 1300 intersections upgraded with primary safe system treatments such as roundabouts and raised platforms.

Speed limits – speed management applied to at least 10,000 km of the highest risk roads on the network to align speed limits with safe and appropriate speeds.

Safety Cameras – s 9(2)(f)(iv) new safety cameras (including point to point cameras) to lower average network speeds (including updated levels of **finest and penalties**).

Enforcement – increase levels of **enforcement** from 2018/19 levels, particularly for restraints, impairment, distraction, and speed (including updated levels of **finest and penalties**).

Vehicle Safety – substantially improve vehicle safety standards via a revised regulatory framework along with practical progress on modern safety features and increasing exit of less-safe vehicles.



TE MANATŪ WAKA
MINISTRY OF TRANSPORT

Questions

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Road to Zero Action Plan 2023-25

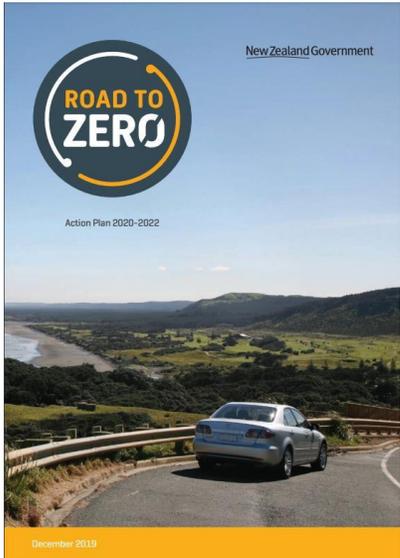
Bryan Sherritt – Director Road to Zero

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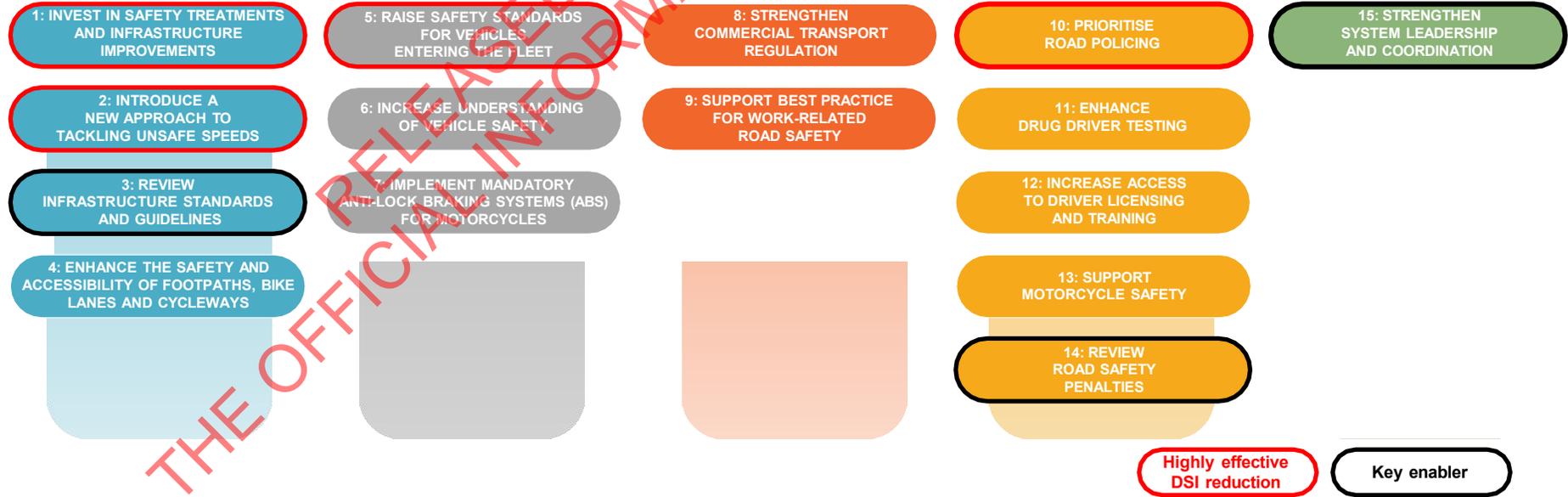
Action plan

The **FOCUS AREAS** are where we will direct our effort in the strategy. The strategy is supported by the first **ACTION PLAN (2020-2022)** with the following immediate priority actions identified under each focus area.

2.
What

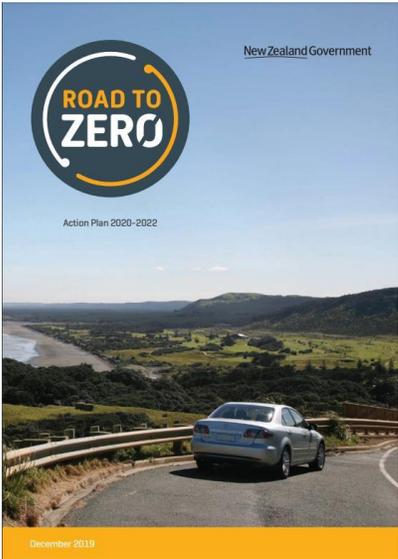


Released in December 2019



Draft Action plan 2023 - 25

The **FOCUS AREAS** are where we will direct our effort in the strategy. The strategy is supported by the second **ACTION PLAN (2023-2025)** with the following priority actions identified under each focus area.



s 18(d)

s 18(d)

s 18(d)

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s 18(d)

s 18(d)



New Actions for 2023-25

s 18(d)

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TE MANATŪ WAKA
MINISTRY OF TRANSPORT

Questions

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Agenda Item 2: Update on Waka Kotahi Speed and Infrastructure Programme – Median Barriers

s 9(2)(f)(iv)

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s 9(2)(f)(iv)

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Police Performance – Road Policing

March 2023

Road to Zero Quarterly Progress Period October to
December 2022 – Quarter Two



NEW ZEALAND
POLICE
Ngā Pirihimana o Aotearoa

**NATIONAL ROAD
POLICING CENTRE**

Road Policing Operational Performance

Police are seeing an upward trend in performance for Road Policing in the quarter ended 31 Dec 2022

 Restraint Offences	14,023	93% of 15,000 (up from 66% last quarter)
 Breath Tests	806,575	Exceeded the quarter target of 750,000 For the 12 months to Dec 2022, Police delivered 2,408,916 tests (RSPP Expected Delivery Level (EDL) 3 million/FY)
 1-10 km/h Speed Notices	11.9%	Up from the previous quarter of 9.1% (EDL 15%)
 Mobile Camera Hours	75%	Increased from 67% the previous quarter Police continues to support work to transition mobile cameras to Waka Kotahi
 Rural Speed Notices	53%	Slightly up from previous quarter (EDL 70%) Operation Rural Roads support Police to maintain improvement

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Road Policing

Holiday – Christmas and New Year

Police's recent review of the Christmas and New Year holiday shows that this period does not present a significantly greater risk on our roads.

- > RIDS – Restraints, Impairment, Distraction and Speed – are the main contributing factors

This highlights Police resources are best focused on speed enforcement on high-risk routes and high intensity breath testing.

The review indicates focussing on media and comms over long weekends – making use of increased coverage.

Operation Open Roads

National Road Safety Operation 19 Dec – 30 June 2023

The primary focus of the operation is high visibility police enforcement activity on rural road networks – predominantly urban based traffic units being deployed to the rural road network.

- > 73% of road deaths occur on our rural roads
- > The operation aims to reverse this road death trend

Police will evaluate the operation on its conclusion when meaningful insight can be drawn.

Te Ara Ki Te Ora – Ngā whakamahuki ki te Hune 2022 | Road to Zero – quarterly insights December 2022

Provisional road deaths for Q4* 2022:**

109
(Up from 88 in Q3)

Road deaths for Q4 average 2018-22:

95

On average, one person is killed every day on New Zealand roads, and another seven are seriously injured. Each and every one of the lives lost and people injured on our roads is a devastating tragedy, that has a lasting impact on our communities.

Road to Zero is our plan to build the safest road system we can, and work towards zero deaths and serious injuries on Aotearoa New Zealand roads.

Road to Zero is not about any single initiative but about how we develop a Safe System that includes safe vehicles, safe speeds, safe road users and safe roads. A safe system approach means looking at all aspects of the transport system and making evidence based interventions across a wide range of activity to make a difference.

Road to Zero – quarterly insights December 2022 highlights progress across a number of areas across the full system response. Each of these has a part to play in contributing to Road to Zero.

Every New Zealander has a role to play. It takes everyone to get to no one – Mā tātou e kore tētahi e hinga.

* Q4 Calendar year (Oct – Dec) ** Data from MOT website

190km

Median barriers installed across all infrastructure projects since 2018/19 (up from 139km last quarter)

33km

Side barriers completed this quarter.

83

Roundabouts delivered to date out of a target of 162 by 2030 (up from 80 last quarter).

Governance

Road to Zero Deputy Chief Executive Management Group workshop held in October to develop an implementation plan to align with the 2023 – 2025 Road to Zero Action Plan.

Road to Zero Chief Executive Governance Group held in November.

As of December 2022, Police had conducted

2,408,916

breath tests for the rolling 12 months to the end of December 2022.

From October to December 2022

806,575

breath tests were conducted. This is up from 569,454 last quarter.



Policy work

Te Manatū Waka has been given Cabinet approval on legislative change to support average speed delivery through the Land Transport (Road Safety) Amendment Bill. We expect this to be in force by the end of 2023.

Te Manatū Waka provided the Minister of Transport with initial process advice on options to regulate for vehicle safety improvements in light vehicle imported into New Zealand. Further advice will be provided by April 2023.

Work continued establishing a partnership between government agencies (ACC, Te Manatū Waka, Waka Kotahi, NZ Police and WorkSafe), drivers' unions and private sector organisations to support best practice for work-related road safety.



8 March 2023

OC230118

Hon Michael Wood

Minister of Transport

cc Hon Grant Robertson

Minister of Finance

cc Hon Dr Duncan Webb

Minister for State Owned Enterprises

NEW ZEALAND RAIL PLAN - PROGRESS, PRIORITIES, COST PRESSURES, AND NEXT STEPS

Purpose

To provide an update on progress to date on investment since the New Zealand Rail Plan (Rail Plan) was published, an overview of current significant rail projects and programmes, and a suggested way forward for maintaining progress under the existing Rail Plan and aligning this with the Government Policy Statement (GPS) on Land Transport 2024.

Key points

- The Rail Plan, alongside the GPS, is key to aligning short term funding and investment decisions (one-to-three-year timeframe) and long-term strategic goals (ten-year timeframe) through the Rail Network Investment Programme (RNIP), to help lift the rail network out of a state of managed decline.
- The first Rail Plan was published in 2021, establishing an overarching goal to achieve a resilient and reliable rail network, with strategic investment priorities of:
 - Investing in the national rail network to restore rail freight and provide a platform for future investments for growth (funded through the Rail Network Activity Class).
 - Investing in the metropolitan rail network to support growth and productivity in our largest cities (funded through the Public Transport Infrastructure Activity Class).
- The first RNIP was approved in 2021. KiwiRail has made considerable progress over the first two years of the RNIP, with around \$530 million being spent to date. However, there is still a significant amount of work required to deliver a resilient and reliable network. s 9(2)(f)(iv)
- Current confirmed RNIP funding is \$2.4 billion, s 9(2)(f)(iv) Without fully funding the programme, the network will

not be able to be restored to a resilient and reliable state and in the longer term may revert to a state of managed decline. s 9(2)(f)(iv)

- In addition to the RNIP, the Government has committed around \$8 billion of funding for major improvements to the rail network including the Marsden Point Rail Link project in the New Zealand Upgrade Programme, iREX and others. Funding these projects in an environment of significant cost pressures will remain challenging, s 9(2)(f)(iv)
- s 9(2)(f)(iv)
- The core of the Rail Plan remains fit for purpose. The recent adverse weather impacts on the transport network have reinforced the requirement for a resilient and reliable network. A full, first principles update of the Rail Plan alongside GPS 2024 would not be feasible given the short timeframe until the publication of the GPS. More importantly, it would not result in any substantive changes to the long-term strategy outlined in the Rail Plan.
- Officials recommend that the next Rail Plan is developed and released before public consultation of GPS 2027, which would require work to start in late 2024 or early 2025 (to allow 12-18 months to update the Rail Plan).
- s 9(2)(f)(iv)

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Recommendations

We recommend you:

- 1 **Note** the significant progress to date and committed investments under the Rail Plan Yes / No
- 2 **Agree** that the highest rail priority for government, as expressed in the Rail Plan, Yes / No
remains investing in:
 - the national rail network to restore rail freight and provide a platform for future investments for growth, and
 - the metropolitan rail networks to support growth and productivity in our largest cities
- 3 s 9(2)(f)(iv) [Redacted] Yes / No
- 4 **Agree** the next Rail Plan will be published to inform GPS 2027 Yes / No



Harriet Shelton
Manager, Supply Chain
 9 / 03 / 2023

Hon Michael Wood
Minister of Transport
 / /

- Minister's office to complete:**
- Approved Declined
 - Seen by Minister Not seen by Minister
 - Overtaken by events

Comments

Contacts

Name	Telephone	First contact
Harriet Shelton, Manager, Supply Chain	s 9(2)(f)(iv)	
Seona Ku, Policy Delivery Lead, Supply Chain		✓

NEW ZEALAND RAIL PLAN - PROGRESS, PRIORITIES, COST PRESSURES, AND NEXT STEPS

Background

The Rail Plan articulates the long-term strategy for rail

- 1 The first New Zealand Rail Plan (Rail Plan) was published in April 2021 and is part of the new planning and funding framework for rail (appendix 1 refers). The Rail Plan represents progress from a largely ad-hoc annual funding model to a more coherent and stable investment model.
- 2 Under this model, investments are made in the context of wider network needs and priorities within a funding envelope. The 2021 Rail Plan's highest priority was to achieve a resilient and reliable rail network, with strategic investment priorities of investing in the:
 - 2.1 national rail network to restore rail freight and provide a platform for future investments for growth, and
 - 2.2 metropolitan rail networks to support growth and productivity in our largest cities.
- 3 Whereas the Rail Plan sets out the long-term strategic direction for rail, the Government Policy Statement on Land Transport (GPS) sets the strategic direction over the next 10 years for the entire land transport system. The GPS is informed by the Rail Plan where appropriate.
- 4 The Rail Network Investment Programme (RNIP) identifies all rail activities to be funded through the National Land Transport Fund (NLTF) over the next three years. It is prepared by KiwiRail and must consider the GPS (and hence the Rail Plan to the degree it has informed the GPS). While the RNIP focuses on a three-year timeframe, this is the funded portion of a longer continuous ten-year programme of maintenance, renewals and investment.
- 5 To manage pressures on the NLTF, the government has 'topped up' the NLTF and limited direct NLTF investment in the RNIP to between \$120 million and \$170 million. The government also introduced a Track User Charge (TUC), which is paid into the NLTF in recognition of the wear-out cost from rail freight operation on the network, similar to the Road User Charge.
- 6 Approval of the RNIP rests with the Minister of Transport, not the Waka Kotahi Board. The first RNIP was approved in 2021 and set out planned network maintenance, management renewal and improvement on the rail network until 2024. The RNIP 2024 is currently under development and is expected to be submitted to you in April 2024 ahead of its statutory approval deadline in June 2024.

Progress against the 2021 Rail Plan has been significant, despite contextual setbacks

- 7 New Zealand is at the start of its 10-year journey to lift the rail network to a resilient and reliable state, alongside a long term and sustainable maintenance regime as is seen with the road network.
- 8 COVID-19 and supply chain issues have significantly impacted delivery, but progress has been made and momentum continues to build, with productivity and delivery continuing to accelerate.

Over the last five years, over \$8 billion has been committed to rail in addition to RNIP, generating momentum in achieving the Rail Plan priorities.

- 9 Around \$530 million of works to date have been delivered through the RNIP including significant recruitment and planning for future years, alongside works delivered for the New Zealand Upgrade Programme (NZUP) and other rail projects.
- 10 Contracts are in place for the replacement of KiwiRail's commercial (above-rail) assets, such as ferries and rolling stock.
- 11 Crown funding has been committed to deliver non-commercial, public benefit outcomes through projects such as Hillside Workshops and electric EF fleet refurbishment, many of which are well underway.
- 12 While there is a heightened ambition for rail due to it being an energy efficient and lower emissions mode of transport, the existing commitments and planned work are already of significant scale, representing a historic change in the way the rail network is planned and funded.
- 13 The improvements contained in the RNIP focus on restoring the rail network. They are required to support mode shift for both freight and passengers to rail, contributing to economic efficiency and emissions reduction. Expected benefits from projects such as the City Rail Link and those within the NZUP will reduce without a resilient and reliable network.

Cost pressures exist across the current rail investment portfolio

- 14 s 9(2)(f)(iv) Current confirmed funding is \$2.4 billion, broadly equally split between direct Crown-funding and the NLTF.
- 15 s 9(2)(f)(iv)
- 16 In addition to the RNIP, the Government has committed around \$8 billion of funding for major improvements to the rail network including iREX, the Marsden Point Rail Link project in NZUP and others. s 9(2)(f)(iv)

- 17 s 9(2)(f)(iv) [Redacted]
- 18 Aspirations to deliver on Emissions Reduction Plan (ERP) goals and interregional rail projects may add further funding pressure. Two significant Metro Rail Programme Business Cases covering the next 30 years and with a strong emissions reduction focus are currently underway. s 9(2)(f)(iv) [Redacted]

Operating cost pressures

- 19 s 9(2)(f)(iv) [Redacted]
- 20 [Redacted]
- 21 [Redacted]

Existing rail strategies could better reflect climate change priorities

- 22 Officials from KiwiRail and Waka Kotahi note that the Rail Plan is very good at laying out the priorities for the next 10 years from a resilience and reliability perspective, s 9(2)(f)(iv) [Redacted]
- 23 [Redacted]

- 24 Recent inclement weather events have reconfirmed the pressing need to realistically appraise the costs of climate change adaptation on the transport network (including rail) and prioritise investment accordingly. A pragmatic focus on adaptation may mean tightly prioritising mitigation investments into areas where they are likely to generate the largest reductions in emissions.

25 The current Rail Plan is largely silent on climate change initiatives, noting these as 'future opportunities'. GPS 21 points to the Rail Plan in respect of its priorities, without providing specific guidance.

26 s 9(2)(f)(iv)

27

28



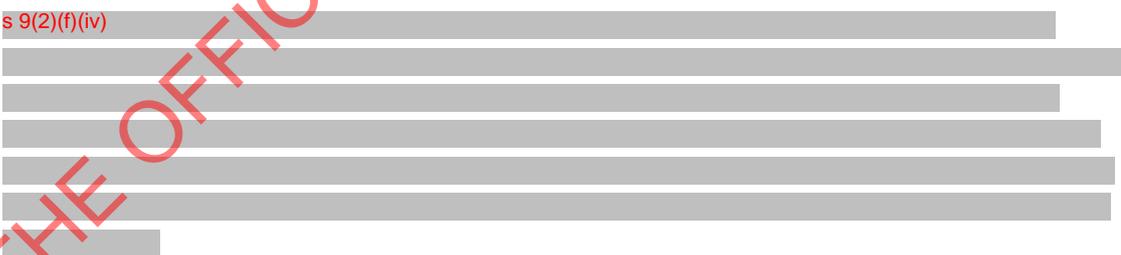
29 Critically, a resilient and reliable network is needed at baseline to deliver both mitigation and adaptation benefits and is the foundation for future projects to deliver increased capacity for freight and passenger transport. Availability and reliability are central to attracting commercial and passenger users to the network and enabling this mode shift.

s 9(2)(f)(iv)



30 Officials do not think any substantive changes should be made to the Rail Plan at this stage, beyond signalling continued commitment to the funding model, addressing the cost pressures signalled above, and enable network planning to be considered through Waka Kotahi investment processes.

31 s 9(2)(f)(iv)



32 There are also elevated expectations for rail to play a more prominent role in the context of climate change. New Zealand needs to build a resilient and reliable network to do that, which is the focus of the Rail Plan. Updating the Plan now risks further increases in expectations, which may lead to an expansion of government commitments to rail in the financially constrained environment.

33 Officials recommend that the next Rail Plan is developed and released before public consultation of GPS 2027, which would require work to start late in 2024 or early 2025 (to allow 12-18 months to update the Rail Plan).

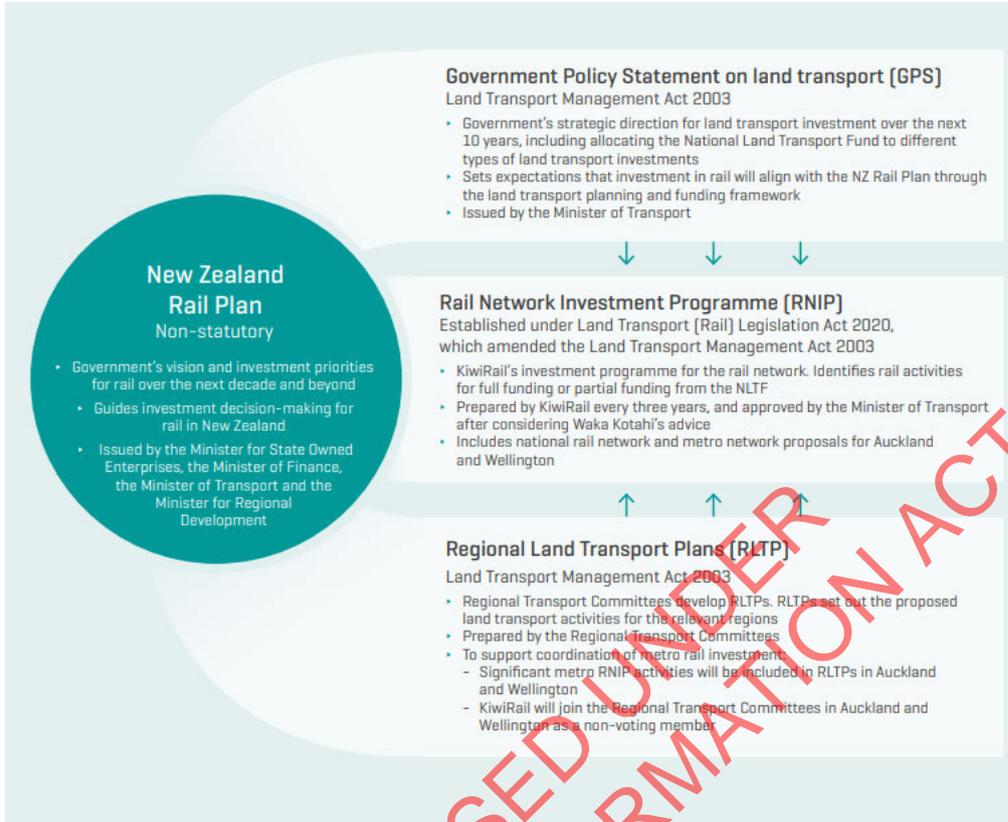
Next steps

- 34 s 9(2)(f)(iv) [REDACTED]
[REDACTED] Subject to your agreement, we will look to start work on a new rail plan in late 2024 or early 2025.

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Appendix 1: Rail Plan and the Transport System

New planning and funding framework for rail



8 March 2023

OC230190

Hon Michael Wood
Minister of Transport

For noting

Click to enter a date or delete this + "Action required by:"

ELECTRIC VEHICLE (EV) CHARGING WORK PROGRAMME – OPTIONS FOR IMPLEMENTATION AND GOVERNANCE FOLLOWING PUBLICATION OF NATIONAL STRATEGY

Purpose

This briefing updates you on Officials' current thinking about appropriate options for short and long-term governance and implementation arrangements following the publication of a final National EV Charging Infrastructure Strategy later this year.

Key points

- Consultation on the draft National EV Charging Strategy will determine the final content of the Strategy, which will in turn inform an eventual EV charging infrastructure work programme.

- s 9(2)(f)(iv)

-

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Recommendations

We recommend you:

- 1 **note** the contents of this briefing
- 2 **forward** this briefing to the Minister of Energy and Resources

Holly Walker

Holly Walker
**Manager, Environment and Emissions
Strategy**

08/03/2023

Hon Michael Wood
Minister of Transport

..... / /

Minister's office to complete:

- Approved Declined
 Seen by Minister Not seen by Minister
 Overtaken by events

Comments

Contacts

Name	Telephone	First contact
Holly Walker, Manager, Environment and Emissions Strategy	s 9(2)(a)	✓
Tracy Yandle, Senior Advisor, Environment and Emissions Strategy		

Consultation on the draft National EV Charging Strategy will determine the final content and related work programme

- 1 At the time of writing, the release of the draft National EV Charging Infrastructure Strategy for public consultation (and associated discussion document) is imminent. The draft Strategy sets out the government's vision for EV charging infrastructure, five high level outcomes it seeks to achieve with the Strategy, and several focus areas under each outcome. Publishing the Strategy is a key initiative in the first Emissions Reduction Plan (ERP).
- 2 Another key initiative in the ERP is to "continue to develop an EV-charging infrastructure work programme to coordinate policy, investment and engagement with stakeholders".
- 3 The draft Strategy currently contains a list of "further actions" under each focus area that, if implemented effectively, would help to meet the Strategy's outcomes. We expect submissions from the public and key stakeholders on these draft actions to inform more specific outcomes, focus areas, and actions to be published in the final Strategy.
- 4 We therefore expect to be able to use the final Strategy to generate a detailed cross-agency EV charging work programme, with a list of agreed actions, organised according to priority, and with a lead agency attached to each.
- 5 Appropriate governance and implementation arrangements will need to be in place in both the short and long term to support the ongoing implementation of this work programme.

s 9(2)(f)(iv)

The remaining five pages of this briefing are withheld under S9(2)(f)(iv).



EVENT BRIEFING

Meeting with Z Energy

Document 17

Date:	10 March 2023	Priority:	Medium
Security classification:	In Confidence	Tracking number:	2223-2934 (MBIE)

Action sought		
	Action sought	Deadline
Hon Dr Megan Woods Minister of Energy and Resources	Note the contents of this briefing	13 March 2023
Hon Michael Wood Minister of Transport	Note the contents of this briefing	13 March 2023

Contact for telephone discussion (if required)				
Name	Position	Telephone		1st contact
Dominic Kebbell	Manager, Gas and Fuel Supply Policy	s 9(2)(a)	-	✓
Sarah Holdem	Senior Policy Advisor		-	

Contact for telephone discussion (if required)				
Name	Position	Telephone		1st contact
Holly Walker	Manager, Environment, Emissions and Adaptation	-	s 9(2)(a)	✓
Marcus Boomen	Senior Policy Advisor	-		

The following departments/agencies have been consulted

Minister's office to complete:

- | | |
|---|--|
| <input type="checkbox"/> Approved | <input type="checkbox"/> Declined |
| <input type="checkbox"/> Noted | <input type="checkbox"/> Needs change |
| <input type="checkbox"/> Seen | <input type="checkbox"/> Overtaken by Events |
| <input type="checkbox"/> See Minister's Notes | <input type="checkbox"/> Withdrawn |

Comments



EVENT BRIEFING

Title

Date:	10 March 2023	Priority:	Medium
Security classification:	In Confidence	Tracking number:	OC230195

Purpose

You are meeting jointly with Z Energy on Wednesday, 15 March. This event briefing provides talking points and notes for that meeting.

Recommendations

The Ministry of Business, Innovation and Employment and Te Manatū Waka recommend that you:

- a **Note** the contents of this briefing

Noted


Dominic Kebell
Manager, Resources, Gas and Fuel Supply
Energy Resource Markets, MBIE

10/03/2023


Holly Walker
Manager, Environment, Emissions and Adaptation
Te Manatū Waka

10/03/2023

Hon Dr Megan Woods
Minister of Energy and Resources

..... / /

Hon Michael Wood
Minister of Transport

..... / /

Background

1. You are scheduled to jointly meet with Z Energy (**Z**) representatives on Wednesday, 15 March 2023. The meeting attendees (biographies included in **Annex One**) from Z are:
 - Mike Bennett – Z’s current Chief Executive, who is leaving the company this month
 - Lindis Jones – the current Chief Financial Officer, who will take over as Chief Executive
2. Z has indicated it would like to discuss ways it could partner with the Government to help the country transition to a low carbon future, including:
 - modelling on current and future fuel demand;
 - insights on EV charging; and
 - feedback from customers towards future fuels.
3. Z Energy is one of the three major fuel importers in New Zealand, alongside BP and Mobil. Z Energy has a shareholding interest in Channel Infrastructure and a nationwide network of service stations and truck stops.
4. Z Energy is owned by Ampol, which finalised its acquisition of Z Energy for \$2 billion in May last year. Ampol is dual-listed on the Australian and New Zealand stock exchanges.

Modelling on current and future fuel demand

5. According to MBIE fuel data, since early 2020 (just before COVID) total petrol use in New Zealand has declined by about 8 per cent while total diesel use has increased by about 2 per cent. This is likely the result of a variety of factors including higher pump prices, greater efficiency, more people working from home and the introduction of more EVs into the fleet.
6. This may represent the beginning of a more long-term decline in demand for liquid fossil fuels because of changing travel patterns. There are different estimates about when ‘peak petrol’ will be reached. For example, Channel Infrastructure recently released a study which estimated that petrol demand will peak within two years. The same study concluded that diesel use will remain strong for some time, and aviation fuel is likely to continue to increase. Diesel is used for things like heavy machinery, heavy transport and farm equipment which are more difficult to decarbonise.
7. Z will have its own internal projections on fuel use.
8. Either Minister may wish to say:
 - I am interested to hear what your most recent modelling shows about current and future fuel demand.
 - Do you agree with the recent report commissioned by Channel Infrastructure that New Zealand will reach ‘peak petrol’ within two years?
 - How are you expecting/forecasting diesel demand to hold up through to 2030?

Insights on EV charging

9. Z has indicated it would like to discuss its insights on EV charging. Z is working on growing its charging network. To start with, it is focusing on the areas with the highest density of EVs: Auckland, Waikato and the Bay of Plenty.

10. The Government will be releasing the draft EV charging strategy and associated discussion document for public consultation shortly. The draft strategy includes the following actions:
- Working with lines companies to identify opportunities, mitigate risks, and clarify responsibilities in developing EV charging infrastructure.
 - Ensuring the network connection process and pricing for firms wishing to connect public EV chargers to distribution networks is efficient and enabling. Investigate changes to the current system that could reduce 'first mover disadvantage'.
 - Using vehicle and electricity supply data to identify and plan for electricity network requirements (i.e. avoid inefficient network upgrades).
 - Working with investors, charge point network operators and providers, and other key parties to support investment in public charge points.
11. Either Minister may wish to say:
- We will be releasing the draft EV charging strategy shortly. I encourage you to submit as part of the consultation process, and officials will engage with you and other industry players to ensure you can provide comment.
 - I understand grid connection and cost is an important challenge for increasing EV charging infrastructure.
 - In the short-term, the Energy Efficiency & Conservation Authority is prepared to continue to include connection costs as part of co-funding public charging. EECA is willing to do what they can within the existing regulatory environment to reduce the pain of connections to the network. I recommend that you continue to engage with them in the first instance.
 - The Commerce Commission is reviewing the rules and processes that underpin price-quality regulation and disclosure for electricity distribution businesses. This will also consider any barriers to creating new connections in a timely and cost-effective manner.
 - The Electricity Authority is assessing and addressing any significant first mover disadvantage issues facing customers connecting to distribution networks, with a view to removing barriers to new and expanding connections.

Customer feedback on future fuels

12. Z has undertaken extensive engagement with their current commercial customer base, providing a strong evidence-based understanding of the challenges facing New Zealand businesses in their decarbonisation journey. The topic is intended to be a general update on these insights, and what its customers are seeking in terms of future fuels options.

Fuel industry regulation and importer margins

13. Z has not indicated that it wishes to discuss changes to fuel industry regulation or importer margins, however, given recent activity in relation to diesel margins in particular, we have provided some talking points.

Fuel Industry Amendment Bill

14. In response to the 2019 fuel market study, the Government introduced changes through the Fuel Industry Act that promote greater competition in the fuel market at the wholesale level. This included the creation of a terminal gate price (**TGP**) regime that creates a wholesale spot market to encourage new entry and expansion in new areas by existing players.

15. The market study also outlined risks that could prevent the implementation of a successful TGP regime that existing competition law and the Act do not address. These risks include:
 - The TGP regime being used as a vehicle for coordination; and
 - Wholesale suppliers setting TGPs that incorporate a return on market power.
16. A regulatory backstop would complement existing interventions in the Act by providing a threat of price regulation to incentivise wholesale suppliers to offer competitive TGPs.
17. On 9 November 2022, the Government announced that Cabinet had agreed to progress a regulatory backstop to the TGP regime, with the objective of promoting wholesale competition in engine fuel markets for the long-term benefit of consumers [CAB-22-MIN-0300].
18. The Fuel Industry Amendment Bill was introduced to the House and referred to the Economic, Development, Science and Innovation Committee in November 2022. Six public submissions were received over the November 2022 – January 2023 consultation period. The Committee will report back to the House in May 2023.

Fuel prices and margins

19. There were significant increases in prices at the pump in 2022, following Russia's invasion of Ukraine and subsequent sanctions and embargoes placed on Russia. Regular petrol prices peaked at \$3.28 per litre in June 2022. Although fuel prices have subsided compared to the highs experienced in 2022, the price of fuel continues to be a concern for consumers and businesses. Pump prices for diesel, regular petrol and premium petrol were \$2.20, \$2.54 and \$2.71 per litre respectively as at 3 March 2023.
20. In March 2022, the Government announced it would reduce petrol excise duty by 25 cents per litre for three months; reduce road user charges by a similar measure, and halve public transport fares. This suite of measures has been extended to June 2023.
21. On Thursday 9 March 2023, the Minister of Energy and Resources wrote to fuel companies expressing concern, and seeking an explanation, following the publication of a Commerce Commission report which highlighting that importer margins for the September 2022 quarter were higher than those at the time of the retail fuel market study.
22. Diesel margins over the three months ending February 2023 have also been elevated. The Minister of Energy and Resources also signalled that once the Fuel Industry Amendment Bill is reported back to the House, she will be working closely with officials to determine if the current provisions in the Bill are strong enough to ensure a fair deal for New Zealand consumers, or if further changes are required.
23. The Minister of Energy and Resources may wish to say:
 - You have received the letter I wrote to you setting out my concerns about elevated importer margins last week.
 - Thank you for your response.
 - OR
 - I look forward to your response.
 - I am pleased that you made a submission on the Fuel Industry Amendment Bill.
 - Once the Committee reports back to the House on the Fuel Industry Amendment Bill, I will be taking a closer look to determine if the current provisions in the Bill are strong enough to ensure a fair deal for New Zealand consumers, or if further changes are required.

- The purpose of introducing the regulatory backstop is to deter the misuse of market power and to ensure better competition in the wholesale market, which I expect will flow through to consumers at the pump in the medium to long term.
- If this regulation works as it is designed to, then the Commerce Commission will not have to use this new power as Z and other fuel companies will be more mindful of the prices that they are setting in the wholesale market.

Annexes

Annex One: Biographies

Annex Two: Talking points

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Annex One: Biographies

Mike Bennetts – Outgoing Z Energy CEO



Mike is the founding CEO of Z Energy, and has been in the role since 2010. Prior to this he worked for BP with senior leadership roles in South Africa, China, Singapore and the UK. He is leaving the company on 31 March 2023.

He is one of the founders and the convenor of the Climate Leaders Coalition, a group of 100+ companies representing almost 60% of Aotearoa New Zealand's emissions.

Lindis Jones – Incoming Z Energy CEO



Lindis is Z Energy's current CFO and has also been with the company since its 2010 founding.

Prior to becoming CFO, Lindis was GM Corporate and led the Strategy team, M&A and Corporate Responsibility and Corporate Communications teams. Prior to Z he worked for ASB and Shell.

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Annex Two: Talking points

Current and future fuel demand:

- I am interested to hear what your most recent modelling shows about current and future fuel demand.
- Do you agree with the recent report commissioned by Channel Infrastructure that New Zealand will reach 'peak petrol' within two years?
- How are you expecting/forecasting diesel demand to hold up through to 2030?

Insights on EV charging:

- We will be releasing the draft EV charging strategy shortly. I encourage you to submit as part of the consultation process, and officials will engage with you and other industry players to ensure you can provide comment.
- I understand grid connection and cost is an important challenge for increasing EV charging infrastructure.
- In the short-term, the Energy Efficiency & Conservation Authority is prepared to continue to include connection costs as part of co-funding public charging. EECA is willing to do what they can within the existing regulatory environment to reduce the pain of connections to the network. I recommend that you continue to engage with them in the first instance.
- The Commerce Commission is reviewing the rules and processes that underpin price-quality regulation and disclosure for electricity distribution businesses. This will also consider any barriers to creating new connections in a timely and cost-effective manner.
- The Electricity Authority is assessing and addressing any significant first mover disadvantage issues facing customers connecting to distribution networks, with a view to removing barriers to new and expanding connections.

Fuel industry regulation and importer margins

- You have received the letter I wrote to you setting out my concerns about elevated importer margins last week.
- Thank you for your response.
OR
- I look forward to your response.
- I am pleased that you made a submission on the Fuel Industry Amendment Bill.
- Once the Committee reports back to the House on the Fuel Industry Amendment Bill, I will be taking a closer look to determine if the current provisions in the Bill are strong enough to ensure a fair deal for New Zealand consumers, or if further changes are required.
- The purpose of introducing the regulatory backstop is to deter the misuse of market power and to ensure better competition in the wholesale market, which I expect will flow through to consumers at the pump in the medium to long term.
- If this regulation works as it is designed to, then the Commerce Commission will not have to use this new power as Z and other fuel companies will be more mindful of the prices that they are setting in the wholesale market.

integration between transport investments and the urban development/intensification opportunities that represent a large part of the benefits associated with LGWM.

- We are keen to discuss your thoughts on the role of officials. There are opportunities to influence how LGWM progresses, and to manage the fiscal risk to the Crown. Broadly, we see two options for you to consider. You could wait until we receive updated cost estimates from the detailed business case, and then engage with Cabinet on the desire to directly fund the Government's contribution and any required increases in that contribution.
- If you wish to intervene earlier, you could write to the LGWM local partners (Wellington City Council and Greater Wellington Regional Council), to seek clarity on the availability and limits on the local contribution. s 9(2)(f)(iv)
- We have also provided you with a draft letter for you to share with your Cabinet colleagues updating them on progress with LGWM.

Recommendations

We recommend you:

- 1 **discuss** this briefing with officials Yes/No

M Willberg

 Marian Willberg
Manager, Demand Management & Revenue
 ...15/03/2023....

 Hon Michael Wood
Minister of Transport
 / /

- Minister's office to complete:**
- Approved Declined
 - Seen by Minister Not seen by Minister
 - Overtaken by events

Comments

Contacts

Name	Telephone	First contact
Marian Willberg, Manager, Demand Management & Revenue	s 9(2)(a)	✓
Sam Harris, Senior Adviser, Demand Management & Revenue		

UPDATE ON LET'S GET WELLINGTON MOVING

Let's Get Wellington Moving (LGWM) is a partnership between central and local government

- 1 LGWM was originally established in 2016/17 as a three-way partnership between Wellington City Council (WCC), Greater Wellington Regional Council (GWRC) and Waka Kotahi New Zealand Transport Agency. In 2019, Cabinet endorsed an Indicative Package, consisting of three main aspects:
 - 1.1 a three-year programme of upgrades to walking and cycling infrastructure (three-year programme)
 - 1.2 a 'people friendly city streets' programme of longer term (out to 2030) walking and cycling improvements and bus priority lanes (people friendly city streets)
 - 1.3 upgrades to State Highway One and mass rapid transit (MRT), subsequently referred to collectively as the 'Transformational Programme'
- 2 In 2019, the programme was costed at \$6.8 billion over 30 years. Cabinet agreed that the Government would fund 60 percent of LGWM (\$3.6 billion), with the remaining 40 percent provided by WCC and GWRC. Cabinet noted that the Government's share of the funding would be provided through the National Land Transport Fund (NLTF) over a 20-year period, except for the Government's share of MRT which was to be financed and repaid over 50 years.

Costs have increased since the Indicative Package was agreed in 2019

- 3 In 2021, you agreed to an increased funding envelope of \$7.4 billion for the purposes of public consultation on options. This was to ensure LGWM only engaged on options that fit the funding envelope and did not represent an official increase in the Government contribution. If the 60/40 funding split agreed in 2019 does not change, the Government would need to adjust its contribution to \$4.4 billion for the LGWM Indicative Programme to be delivered.
- 4 Cabinet has not had an opportunity to agree to any increases in the Crown contribution or whether the funding split agreed in 2019 should change. In June 2022, Cabinet indicated a preferred option of MRT to the south coast of Wellington, a new tunnel through Mt Victoria and improvements around the Basin Reserve. Cabinet also confirmed the 2019 decision to finance the Crown's share of MRT, however this was subject to a detailed business case being completed for the entire Transformational Programme.
- 5 The detailed business case is currently underway and will be finalised in December 2024. In addition to analysing Cabinet's preferred option, the detailed business case will examine the merits of bus rapid transit along the light rail route. Updated cost estimates will be one of the outputs of this work – we expect to receive the first cut of these in June/July 2023.

We expect LGWM costs to escalate further, particularly on the Transformational Programme

6 There are several reasons for expected cost escalation, with inflation being an important factor but not the only one. The year to June 2022 saw the highest rise in civil construction inflation since records began at the end of the 1980s (roughly double the previous record high). Other factors include a better understanding of geotechnical risks, which has increased the costs of some projects.

7 s 9(2)(f)(iv) [Redacted]

8 We understand that the partners (WCC and GWRC) will find it difficult to commit more funding to cover cost escalation. s 9(2)(g)(i) [Redacted]

Construction has begun on some of the three-year programme and people-friendly city streets' projects and planning is advancing on many others

9 We consider that the cost and governance risks associated with these aspects of LGWM are generally lower, because the funding required is much smaller than the Transformational Programme and there are well established delivery approaches.

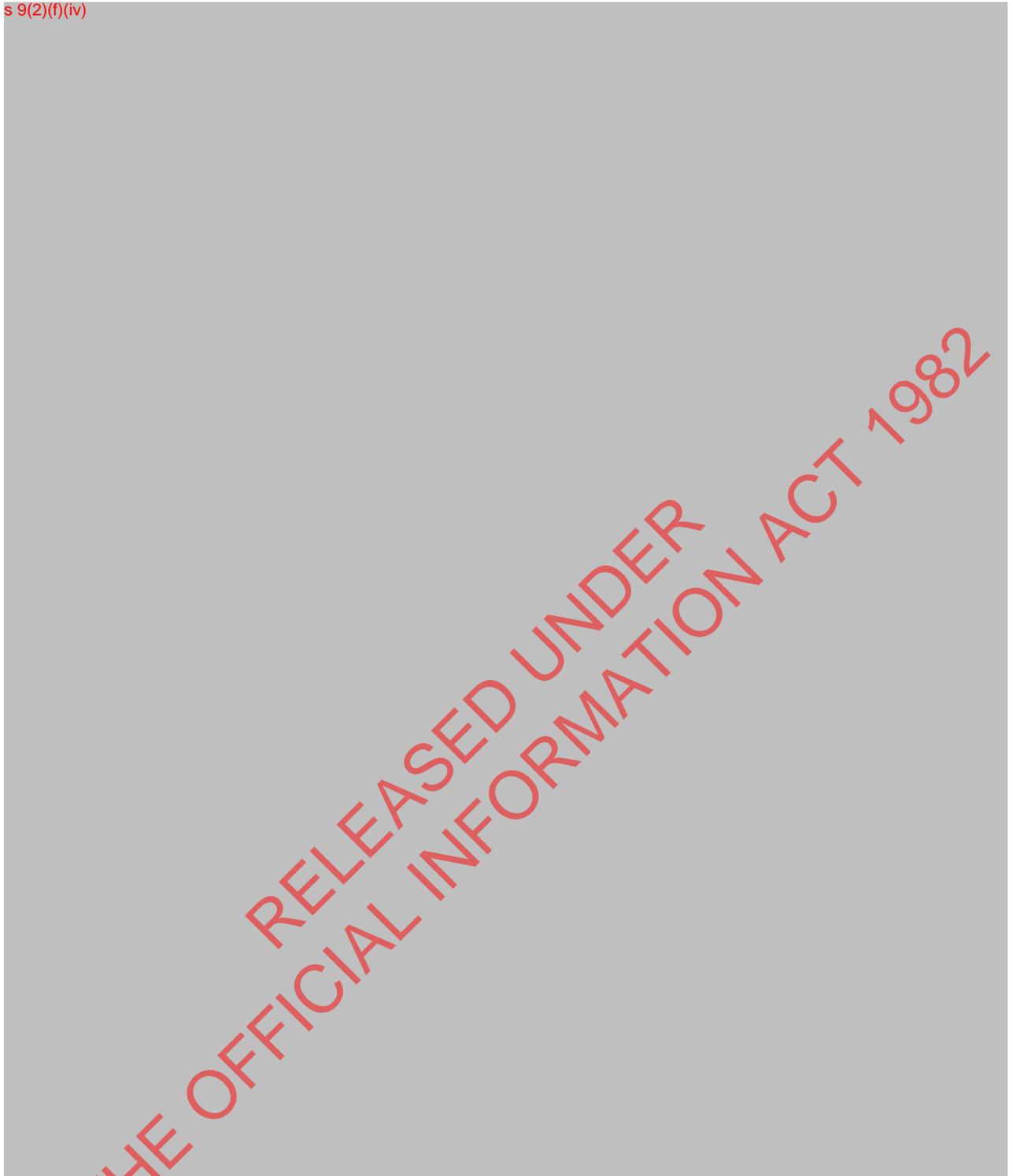
10 There is still a degree of risk, particularly in relation to funding. These projects are also subject to cost pressures, and the NLTF is facing pressure even to deliver on current commitments. s 9(2)(f)(iv) [Redacted]

11 s 9(2)(f)(iv) [Redacted] We will continue to monitor these aspects of the programme. It is possible that spending may be lower than forecast. This is because allocations from the NLTF are not actually approved until projects have completed the various cost-benefit and business case requirements set by Waka Kotahi.

The NLTF will not have sufficient revenue to fund the Government's share of LGWM

12 NLTF revenue pressures are forecast to continue for some time. s 9(2)(f)(iv) [Redacted]

s 9(2)(f)(iv)



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You have choices about when and how to intervene

- 18 There does not appear to be a good reason to engage with Cabinet until we have received updated cost estimates in June/July, which will provide a realistic picture of the actual cost of LGWM. This may also be a sensible point to provide clarity to the partners on the timing of Government decisions, and what (if any) decisions the Government intends to make before the election.

¹ New Zealand has some experiences of partially financing state highway upgrades through public/private partnership arrangements. Repayments are made from the NLTF (for example, Transmission Gully).

19 If you wish to intervene earlier, you could write to the LGWM partners now. s 9(2)(f)(iv)

[Redacted text block]

20 WCC and GWRC will soon be commencing the development of Long Term Plans (for adoption in 2024). These plans will need to explain the respective shares of LGWM costs, and any rates increases/alternative revenue sources needed to provide that share.

We consider that more work is required on the governance and delivery arrangements for the Transformational Programme

21 s 9(2)(f)(iv)

22

[Redacted text block]

23 We also consider that there is a need to think carefully about the Crown’s role in the governance and delivery of the Transformational Programme. If the Crown is going to be funding its share directly (rather than through the NLTF), then this implies a greater need for Crown involvement in governance and decision-making, or some other arrangement that manages the Crown’s exposure to risk (for example, ringfenced funding).

24 We are also mindful that while Waka Kotahi has a great deal of experience and expertise to deliver state highway projects, this is not the case for MRT. We also do not have an established approach for delivering these projects in New Zealand. We understand that the partners have agreed that this is an area of concern, and such expertise needs to be brought into LGWM.

Realising the benefits of LGWM depends on the delivery of urban development and intensification initiatives

25 The governance and delivery arrangements also need to ensure good integration between LGWM transport investments and work to realise urban development and intensification opportunities. These form a large part of the overall benefits associated with LGWM, particularly along the proposed MRT corridor.

26 The Ministry of Housing and Urban Development and Kāinga Ora have been working with LGWM. As the Transformational Programme moves forward, we will need to think about the most effective way to integrate them with governance and decision-making to ensure that these opportunities are realised.

- 27 We understand you are having these discussions with the LGWM partners, and that all partners agree there is a need to streamline decision-making processes. We also understand that there was agreement to add a Crown representative to the governance arrangements.

We have prepared a progress update letter for you to share with some of your Cabinet colleagues

- 28 The purpose of the attached letter is to provide a progress update for some of your Cabinet colleagues on LGWM. The letter also summarises some of the key issues with the LGWM programme (covered in this briefing).
- 29 We recommend that you share the letter with the following group of Cabinet ministers:
- 29.1 Hon Grant Robertson, Minister of Finance
 - 29.2 Hon Megan Woods, Minister of Housing and Minister of Infrastructure
 - 29.3 Hon David Parker, Minister for the Environment
 - 29.4 Hon Kieran McNulty, Minister for Local Government.
- 30 You may also wish to consider sharing the letter with other Wellington-based MPs, including:
- 30.1 Rt Hon Chris Hipkins, MP for Remutaka
 - 30.2 Hon Ginny Andersen, MP for Hutt South
 - 30.3 Hon Barbara Edmonds, MP for Mana
 - 30.4 Greg O'Connor, MP for Ohariu
 - 30.5 Paul Eagle, MP for Rongotai.

Next steps

- 31 We are keen to meet with you to discuss how you wish to progress LGWM. This discussion should include the role of officials moving forward, and the role of the Crown in governance arrangements for the Transformational Programme.
- 32 If you wish to intervene now, we will work with you and Treasury on a timeline for seeking Cabinet decisions s 9(2)(f)(iv)
- _____
- _____



OIA BRIEFING

Document 20

16 March 2023

OC230158

Hon Michael Wood
Minister of Transport

Action required by:
Tuesday, 28 March 2023

OFFICIAL INFORMATION ACT REQUEST FROM s 9(2)(a) REQUESTING
BRIEFING TITLED UPDATE ON NZ FREIGHT AND SUPPLY CHAIN STRATEGY

Purpose

Seek your agreement to the proposed response to an Official Information Act 1982 request.

Name of Requester	s 9(2)(a)
Request	<i>“Under the Official Information Act 1982, I wish to seek a copy of the “Update on NZ freight and supply chain strategy” received by Minister Michael Wood on 7 November 2022, including the Executive Summary of the Strategy.”</i>
Statutory deadline	Tuesday, 28 March 2023
Risks	We do not foresee any risks with the proposed response.

Recommendations

We recommend you:

- consider** the proposed response to the request under the Official Information Act 1982
- sign** the attached letter to s 9(2)(a) . Yes / No

Seona Ku
Policy Delivery Lead, Supply Chain

16 / 03 / 2023

Hon Michael Wood
Minister of Transport

..... / /

Minister's office to complete:

Approved

Declined

Seen by Minister

Not seen by Minister

Overtaken by events

Comments

Contacts

Name	Telephone	First contact
Seona Ku, Policy Delivery Lead – Supply Chain	s 9(2)(a)	✓
Nesta Jones, Adviser – Supply Chain	s 9(2)(a)	

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OFFICIAL INFORMATION ACT REQUEST FROM ^{s 9(2)(a)} [REDACTED] REQUESTING BRIEFING TITLED UPDATE ON NZ FREIGHT AND SUPPLY CHAIN STRATEGY

Two documents fall within the scope of the request

- 1 **Table 1** below sets out the documents that fall in the scope of request and our proposed response. These documents are attached to this briefing.

The Ministry recommends withholding both documents

- 2 We recommend withholding both documents in full under section 9(2)(f)(iv) of the Official Information Act 1982 – *to maintain the constitutional conventions for the time being which protect the confidentiality of advice tendered by Ministers of the Crown and officials.*

- 3 **Document 1** is advice that was provided to you in December 2022 with an update on the key principles, goals, and priority actions the Ministry is proposing in the New Zealand Freight and Supply Chain Strategy (the Strategy). **Document 2** is the accompanying Executive Summary for the Strategy. The Strategy, and its release for public consultation, is still subject to approval by Cabinet, which is expected to be sought in May 2023. If approved, the Strategy will be released publicly in mid- to late-May. ^{s 9(2)(f)(iv)} [REDACTED]

- 4 ^{s 9(2)(f)(iv)} [REDACTED]

- 5 We do not foresee any risks with the proposed response.

Table 1: Documents in scope of the request and the proposed approach

Doc no.	Title	Date	Proposed approach
1	OC220918 - Update on the New Zealand Freight and Supply Chain Strategy	7 December 2022	Withhold in full under section 9(2)(f)(iv)
2	Appendix to OC220918 - New Zealand Freight and Supply Chain Strategy Executive Summary	7 December 2022	Withhold in full under section 9(2)(f)(iv)

**Annex 1: OC220918 - Update on the New Zealand Freight and Supply Chain Strategy
and Appendix to OC220918 - New Zealand Freight and Supply Chain Strategy
Executive Summary**

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THE OFFICIAL INFORMATION ACT 1982

Transport Chapter ERP Dashboard

As at 31 January 2023

A Portfolio overview of the priority areas within the Transport Chapter of the Emissions Reduction Plan (ERP).

Key: ● On Track ● At Risk ● Delayed

Key Messages from this Period

This report covers the period December 2022 – January 2023 and provides a progress summary on your priority initiatives in the transport chapter of the ERP. Subsequent reports will resume the monthly reporting schedule.

Overall delivery progress of seven priority areas are on track. This number has been steadily increasing since the first report in October 2022 (4 on track) which shows the continued efforts of Waka Kotahi and the Ministry through the last few months.

A focus for the coming weeks will be understanding what options are available to increase emissions abatement following the decision to discontinue the Sustainable Biofuels Obligation.

Key updates are outlined below.

Congestion Charging

- The Ministry has been working through several versions of the [§ 9\(2\)\(f\)\(iv\)](#). The Ministry is currently working through outstanding policy issues including the potential entities to administer, enforce and collect the charges of a congestion charging scheme.

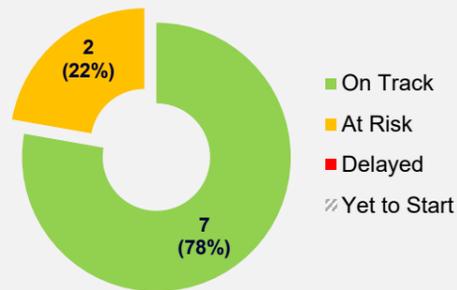
VKT Reduction Plan and Programmes

- Waka Kotahi and the Ministry are continuing to progress drafting of the National VKT Reduction Plan, with a draft ready for targeted consultation expected in March 2023. In relation to the Urban VKT Programmes, a partnering model has been confirmed internally and informal engagements with local government have gotten underway with a focus on Tier 1 Councils.

Biofuels Mandate

- This specific priority area update covers December 2022 – February 2023 period and will no longer be included in subsequent dashboard reports. In January, public submissions on the Sustainable Biofuel Obligation Bill were received by the Environment Committee. Submissions closed on 12 January 2023 and 61 submissions were received. Early February 2023, the Environment Committee began hearing oral submissions. On 8 February 2023, the Government announced that work on the Biofuels mandate would no longer continue.

Delivery Schedule Status for the Priority Areas



Portfolio Risks and Issues

OC230188 Document 23 Overall Risks and Issues Status ●

Risks & Issues	Mitigation Plan	Pre-Mitigation
Meeting the first Emissions Budget Implementing the Sustainable Biofuels Obligation was estimated to contribute around half of transport's quantified contribution to the first three emissions budgets based on analysis completed as part of the development of the first ERP. The decision therefore has an impact on transport's ability to meet its estimated emissions reductions and the ability of all sectors to meet the overall Emission Budgets for New Zealand.	<ul style="list-style-type: none"> The Climate Change Chief Executives group will lead a cross-agency response to help New Zealand stay on track to meet the first Emissions Budget. Within the transport sector, we will continue to focus on delivering the full suite of initiatives agreed in the ERP as far as possible. § 9(2)(f)(iv) 	
Resourcing The key risk to implementation and meeting the ERP timeframes continues to be resourcing. Limited ability to source qualified staff, and other capacity constraints mean additional funding alone will not resolve this issue.	<ul style="list-style-type: none"> The Ministry has reprioritised some resource to deliver ERP initiatives § 9(2)(f)(iv). Through the upcoming business planning process for 2023/24 the Ministry will revisit which initiatives remain as not fully resourced and consider what further reprioritisation or sequencing changes can be made. The Ministry is also seeking support from other agencies and using contractors where appropriate. Waka Kotahi CERF resourcing pressures are reducing. 	
Sector skill shortages Labour shortages across the transport sector are continuing to create challenges. Recruiting bus drivers remains as a particular concern. We anticipate capacity of the construction sector and local government will be impacted by the recovery from cyclone Gabrielle.	<ul style="list-style-type: none"> Funding agreements are being put in place to enable bus driver terms and conditions changes as quickly as possible. Develop and implement a transport sector agreement that will provide migrant bus and truck drivers with a time limited residence pathway. Over the coming months, we expect to see the current rates of cancellation rates to ease as hundreds of recruited international drivers move through immigration, training and regulatory licensing processes. 	
Engagement Engagement with local government is a critical component to the success of most priority ERP initiatives. Time constraints mean that there is less opportunity to engage, and the large amount of engagement across the initiatives which are moving at pace means that alignment is challenging.	<ul style="list-style-type: none"> We are aligning consultation processes with local authorities in the first half of 2023 on the draft GPS, sub-national VKT targets, and National VKT reduction plan. A partnering model is being developed for the Urban VKT Reduction Programme. 	
Funding Vote Transport is still accumulating a large underspend in relation to CERF funding because of the need for new systems to be set up and processes to be implemented. This reflects the need in some cases for new systems to be set up and processes implemented. In particular, local government has needed to gear up to deliver Transport Choices initiatives. There is an emerging risk that Councils are not able to gear up as quickly as desired or in some cases contribute their local share. There is a risk that this undermines the case for additional funding. However, expenditure has been slowly increasing and we expect it to continue on this trend.	<ul style="list-style-type: none"> The Ministry is actively monitoring CERF expenditure to put in place funding agreements to enable the draw down of funding. Where local share is not available, funding may need to be moved to out-years. 	
Timeframes Many of the priority initiatives are working towards tight timeframes and are facing challenges to meet timing expectations, particularly the social leasing scheme.	<ul style="list-style-type: none"> We will continue to keep you updated regarding progress on key initiatives and escalate any emerging risks regarding delivery timeframes. 	

Upcoming Cabinet/Ministerial Decisions (For Priority Areas)

Minister and Cabinet Decisions relating to priority ERP initiatives	Week Ending
Vehicle Transition Programme (Clean Car Upgrade & Social Leasing) • Ministerial delegated decisions for Clean Car Upgrade	24 February 2023
Congestion Charging • § 9(2)(f)(iv)	3 March 2023
Freight Decarbonisation Work Programme • § 9(2)(f)(iv)	3 March 2023
Freight Decarbonisation Work Programme • § 9(2)(f)(iv)	3 March 2023
Vehicle Transition Programme (Clean Car Upgrade & Social Leasing) • Ministerial decisions on design detail for Social Leasing Scheme.	17 March 2023

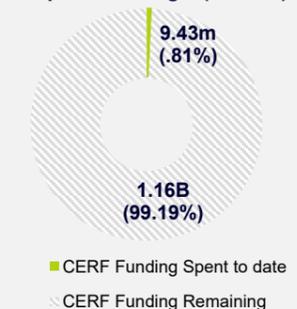
CERF Financial Update

Year-to-date spend has increased to **\$9.44m** compared to \$0.400m in the November reporting period. A significant portion of the spend (\$8.40m) was made up of establishment payments provided to Waka Kotahi in early December. We anticipate a continued increase in spending across the programme as funding agreements and policy decisions are confirmed. The total value of CERF funding has been updated to \$1.16B from \$1.13B. This increased amount tagged contingencies as well as appropriated funding. Further work is being done to identify what additional financial information can be provided in the Dashboard to give you greater clarity on the level of approved and committed funding compared to forecast.



Overall Financial Status

Total Vote Transport CERF funding including out-years Spend vs Budget (\$Billion)





Document 24

21 March 2023

OC230225

Hon Michael Wood

Action required by:

Minister of Transport

Wednesday, 22 March 2023

Hon Damien O'Connor

Minister for Land Information

cc Hon Kiri Allan

Associate Minister of Transport

APPROVAL OF TRANSPORT AND PUBLIC WORKS LEGISLATION TO BE INCLUDED IN SEVERE WEATHER EMERGENCY RESPONSE BILL

Purpose

Seek approval from the Minister of Transport and the Minister for Land Information to list legislation administered by the Ministry of Transport (the Ministry) and Land Information New Zealand (LINZ) in the Severe Weather Emergency Response Bill, which is likely to be introduced on Tuesday 28 March 2023. The Department of Prime Minister and Cabinet (DPMC) has requested confirmation of your approvals by Wednesday 22 March 2023.

Key points

- DPMC is currently preparing a Cabinet paper that will seek Ministers' approval to introduce the Severe Weather Emergency Response Bill (the Bill). We understand the Bill is likely to be introduced on Tuesday 28 March.
- The Bill will enable the creation of Orders in Council (OiCs) to grant exemptions from, modify, or extend legislation listed in a schedule of the Bill.
- The Ministry of Transport has identified the following three broad areas where it considers it is appropriate for Orders-in-Council (OiCs) to be made to support recovery from a transport perspective:
 - broadening Director's powers to enable changes to the powers of the Director of Land Transport and to enable the electronic service of documents (under the Land Transport Act 1998)
 - streamlining planning, funding approvals and procurement procedures of National Land Transport Fund (NLTF) funded road, rail and public transport 'recovery-related' activities (under the Land Transport Management Act 2003)

- streamlining and coordinating approval processes for transport-related infrastructure works so Waka Kotahi and KiwiRail can undertake these works efficiently and effectively (multiple pieces of land use legislation including the Public Works Act 1981, the Government Roding Powers Act 1989 and the Railways Act 2005).
- As requested by DPMC, we now need to obtain your approval by Wednesday 22 March to include specific legislation for which you are the responsible Minister in the schedule of the Bill. We will then work to develop OiCs to grant exemptions from, modify, or extend the legislation that is listed.
- The Ministry is seeking agreement from the Minister of Transport to list the following legislation it administers: the Land Transport Act 1998, Land Transport Management Act 2003, Government Roding Powers Act 1989, and Railways Act 2005.
- The Ministry is also seeking approval from the Minister for Land Information to list the Public Works Act 1981 (PWA) in the schedule of the Bill. Land acquisition is one of the most critical processes relating to transport infrastructure works.
- We are also liaising with the other agencies that administer legislation that covers the approval processes for transport infrastructure works including the Ministry for the Environment, and the Department of Conservation. These agencies are seeking approval from their Ministers for this legislation to be listed in the schedule of the Bill.
- DPMC have today provided guidance on the process for developing OiCs, including the steps which need to be taken before policy approval is obtained from Ministers.

Recommendations

We recommend you:

	Minister of Transport	Minister for Land Information
<p>1 agree the following transport legislation will be listed in the Severe Weather Emergency Response Bill, so Orders-in-Council can be made to grant exemptions from, modify, or extend this legislation:</p> <ul style="list-style-type: none"> • Land Transport Act 1998 • Land Transport Management Act 2003 • Government Roding Powers Act 1989 • Railways Act 2005. 	Yes / No	
<p>2 agree for the Public Works Act 1981 to be listed in the Severe Weather Emergency Response Bill, so that Orders-in-Council can be made to assist with recovery from recent severe weather events.</p>		Yes / No

3 **note** we are liaising with other agencies about non-transport legislation that we consider should be amended by OiC to assist transport infrastructure recovery works.

Noted

Noted



Carmen Mak
Policy Director, System & Regulatory Design, Ministry of Transport
 21 / 03 / 2023

Hon Michael Wood
Minister of Transport
 / /



Daniel White
Manager Policy, Land Information New Zealand
 21 / 03 / 2023

Hon Damien O'Connor
Minister for Land Information
 / /

- Minister's office to complete:**
- Approved
 - Declined
 - Seen by Minister
 - Not seen by Minister
 - Overtaken by events

Comments

Contacts

Name	Telephone	First contact
Carmen Mak, Policy Director, System & Regulatory Design, Ministry of Transport	s 9(2)(a)	✓
Brendan Booth, Chief Legal Advisor, Ministry of Transport		
Craig Harris, Commissioner of Crown Lands (LINZ)		

APPROVAL OF TRANSPORT AND PUBLIC WORKS LEGISLATION TO BE INCLUDED IN SEVERE WEATHER EMERGENCY RESPONSE BILL

The Severe Weather Emergency Response Bill needs to identify legislation that can be modified by Orders-in-Council to support recovery

- 1 DPMC is currently preparing a Cabinet paper that will seek Ministers' approval to introduce the Severe Weather Emergency Response Bill (the Bill). We are uncertain at the time of writing whether this will go to EWR or straight to Cabinet. The Ministry of Transport, Land Information New Zealand (LINZ) and other agencies are being consulted on the draft Cabinet paper and draft Bill.
- 2 The Bill will assist communities and councils affected by the recent severe weather events to respond to, and recover from, the impacts of these events. The Bill will enable the creation of Orders-in-Council (OiCs) to support recovery by granting exemptions from, modifying, or extending legislation listed in a schedule of the Bill.
- 3 DPMC has requested that agencies obtain Ministerial approval for legislation to be listed in the schedule by Wednesday 22 March 2023.
- 4 DPMC has indicated that the Bill is likely to be introduced on Tuesday 28 March, with a select committee process from Wednesday 29 March to Tuesday 4 April (inclusive). DPMC has advised that agencies will need to provide representation for appearance at select committee to provide advice on amendments to their agency's legislation.

The Ministry has identified four pieces of transport-administered legislation that need to be included in the Bill

- 5 The Ministry of Transport has identified three broad areas where OiCs will need to be made to support recovery from a transport perspective:
 - 5.1 broadening Director's powers to enable changes to the powers of the Director of Land Transport and to enable the electronic service of documents under the Land Transport Act 1998
 - 5.2 streamlining planning, funding approvals and procurement procedures of National Land Transport Fund (NLTF) funded road, rail and public transport 'recovery-related' activities under the Land Transport Management Act (LTMA) 2003
 - 5.3 streamlining and coordinating approval processes for transport-related infrastructure works so Waka Kotahi and KiwiRail can undertake these works efficiently and effectively (multiple pieces of land use legislation including the Government Rounding Powers Act 1989 and Railways Act 2005).
- 6 To enable these OiCs, the following pieces of legislation administered by the Ministry of Transport need to be listed in the schedule:
 - 6.1 Land Transport Act 1998

- 6.2 Land Transport Management Act 2003
- 6.3 Government Roding Powers Act 1989
- 6.4 Railways Act 2005.

Modifications to the Land Transport Act 1998

- 7 The Ministry proposes the Land Transport Act is modified and extended to extend the powers of the Director of Land Transport and to:
 - 7.1 extend the duration of land transport documents, and
 - 7.2 partial recall powers for vehicles and vehicle products.
- 8 In addition, it is proposed to enable the electronic service of documents.

s 9(2)(f)(iv)

- 10 We have discussed these proposed amendments with Waka Kotahi, who are supportive.

Modifications to the Land Transport Management Act 2003

- 11 The Ministry proposes several amendments to the LTMA to streamline planning, funding approvals and procurement procedures of NLTF funded road, rail and public transport 'recovery-related' activities until 30 June 2024 (i.e., prior to the commencement of the GPS 2024).
- 12 These amendments would support any Cabinet agreed NLTF 'top-up' prior to GPS 2024 coming into effect on 1 July 2024.
- 13 We have discussed these proposed amendments with Waka Kotahi and KiwiRail, and continue to work through the detail with them.

Modifications to the Government Roding Powers Act 1989 and Railways Act 2005

- 14 The Ministry have been working with a range of other agencies to consider the modifications required to land use legislation so Waka Kotahi and KiwiRail can use more integrated and efficient approval processes when designing, consenting and constructing transport infrastructure as part of the recovery. Waka Kotahi and KiwiRail are providing us with information from an operational perspective to inform these discussions with other agencies.
- 15 The Ministry is still working through the detail, but considers it is likely modifications will be needed to the Government Roding Powers Act 1989 and the Railways Act 2005. These modifications would enable Waka Kotahi and KiwiRail to manage access to their respective networks in a more streamlined manner. Including the Government Roding Powers Act 1989 will also give Waka Kotahi the ability to undertake works on local roads if required.

We also seek approval of the Minister for Land Information in relation to the Public Works Act 1981 (parts administered by Land Information New Zealand)

- 16 The Ministry and LINZ agree modifications are needed to the processes for land acquisition in the Public Works Act 1981 so Waka Kotahi and KiwiRail can efficiently and effectively reinstate and rebuild the transport network in the areas affected by the severe weather events. We propose making similar modifications to those in the OiC used to support the rebuild of the Coastal Route by Waka Kotahi and KiwiRail after the Kaikōura earthquake. These shortened the process for compulsory acquisition of land for recovery works, by modifying the notice and survey requirements and removing the ability for landowners to object to the acquisition.
- 17 The damage to state highways and roads is extensive, and there may be a need to look at options such as realignment or safety and resilience improvements. While the intention is a willing seller situation is reached, this may not always be the case. Agencies will also be expected to make best endeavours to work with landowners when temporarily or permanently occupying their land to avoid the need for compulsory acquisition.
- 18 LINZ and the Ministry of Transport will continue to engage with other entities (for example local authorities) that use the PWA to ensure that the scope of any future OiC meets their requirements.

Alongside the Bill development, we are in the early stages of developing OiCs

- 19 DPMC have asked agencies to begin developing OiCs so they can be progressed quickly following enactment of the Severe Weather Emergency Response Bill.
- 20 There are a number of processes any OiC will need to comply with:
 - 20.1 departmental and Ministerial consultation
 - 20.2 policy approval through EWR
 - 20.3 Severe Weather Emergency Response Bill Panel consultation
 - 20.4 public consultation
 - 20.5 Regulations Review Committee consideration
 - 20.6 Cabinet Legislation Committee approval
 - 20.7 Cabinet and Executive Council approval.

We are working through the next steps on policy approvals, based on advice from DPMC

- 21 Agencies have been provided yesterday with guidance from DPMC on the steps that need to be completed before policy approvals for OiCs can be obtained from Ministers. Several of these need to be undertaken in conjunction with the Cyclone Recovery Unit, Crown Law Office and the Parliamentary Counsel Office.

- 22 For this reason, the Ministry will need to revisit the timing of the two separate briefings that we are intending to provide:
- 22.1 The first briefing will seek the Minister of Transport's policy approval to the OiC focusing on transport administrative matters – that is to the Director's powers and the LTMA changes as outlined above.
- 22.2 The second briefing will seek approval from relevant Ministers to regionally based OiCs related to streamlining and coordinating approval processes for transport-related infrastructure works. Relevant Ministers are required to agree to modifications proposed to Acts they are responsible for.
- 23 The Ministry of Transport will update the Minister of Transport via the Weekly Report on timeframes for briefings to be submitted to you.
- 24 LINZ will also update the Minister for Land Information through its Weekly Report.

RELEASED UNDER
THE OFFICIAL INFORMATION ACT 1982

Document 25

22 March 2023

OC230210

Hon Michael Wood
Minister of Transport

 Action required by:
 Monday, 10 April 2023

Cc Hon Kiritapu Allan

Associate Minister of Transport

**PROACTIVE RELEASE OF THE INFRINGEMENT AND REMINDER NOTICES
 AMENDMENT REGULATIONS CABINET PAPER**
Purpose

Seek your approval to proactively publish the Cabinet paper and Minute for *Amendment to the Land Transport (Infringement and Reminder Notices) Regulations 2012* on Te Manatū Waka's (the Ministry's) website.

Number of papers	There are two documents in the proposed release.
Deadline	Monday 10 April 2023.
Risks	We have not identified any risks associated with the release of these documents.

Recommendations

We recommend you:

- note** that to meet the timeliness required by Cabinet Office circular 18(4), the documents must be published by 10 April 2023
- approve** the Ministry to publish the two documents in full on Te Manatū Waka website

Yes / No



 Helen White
Manager, Mobility and Safety

 Hon Michael Wood
Minister of Transport

21 / 03 / 2023

..... / /

Minister's office to complete:

Approved

Declined

Seen by Minister

Not seen by Minister

Overtaken by events

Comments

Contacts

Name	Telephone	First contact
Helen White, Manager, Mobility and Safety	s 9(2)(a)	✓
Hugh Mazey, Senior Adviser, Mobility and Safety		

THE OFFICIAL INFORMATION ACT 1982

PROACTIVE RELEASE OF THE INFRINGEMENT AND REMINDER NOTICES AMENDMENT REGULATIONS CABINET PAPER

We recommend you proactively release two documents on amendments to the Land Transport (Infringement and Reminder Notices) Regulations 2012

- 1 The Land Transport (Drug Driving) Act 2022 came into force on 11 March 2023 and provides for a medical defence to be used by drivers charged with a drug driving infringement offence if they have consumed qualifying drugs in accordance with a valid prescription and instructions from a prescribing health care practitioner.
- 2 To ensure drivers who receive infringement or reminder notices for drug driving offences are aware of the qualifying drug they have tested positive for and the medical defence provisions amendments to the Land Transport (Infringement and Reminder Notices) Regulations 2012.
- 3 On 27 February 2023, Cabinet considered the paper *Amendment to the Land Transport (Infringement and Reminder Notices) Regulations 2012*. The amendments to the Regulations incorporate information about the drug offence, the alleged qualifying drug(s) and the medical defence into the Infringement Notice and information about the medical defence in the Infringement Reminder Notice.
- 4 In line with Cabinet Office circular CO 18(4), we recommend the following documents be proactively published on Te Manatu Waka website by 10 April 2023:
 - 4.1 Amendment to the Land Transport (Infringement and Reminder Notices) Regulations 2012 Cabinet paper
 - 4.2 LEG-23-MIN-0006 Amendments to the Land Transport (Infringement and Reminder Notices) Regulations 2012
- 5 We propose to release these documents in full.

Consultations undertaken

- 6 The following agencies were consulted on the release of these documents and had no concerns with the proposed release:
 - 6.1 NZ Police, Waka Kotahi, the Ministry for Women, the Ministry of Health, the Ministry for Pacific Peoples, Te Puni Kōkiri, the Ministry of Justice and Parliamentary Counsel Office.

Risks and mitigations

- 7 We do not foresee any risks with the release of these documents.

Next steps

- 8 Once you have approved the release of the documents, we will publish them on the Ministry's website.

Annexes

The following documents are attached to this briefing:

Annex 1 Cabinet paper: "Amendment to the Land Transport (Infringement and Reminder Notices) Regulations 2012".

Annex 2 LEG-23-MIN-0006 Amendments to the Land Transport (Infringement and Reminder Notices) Regulations 2012.

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Annex 1 Document schedule

Doc #	Document title	Details
1	Cabinet paper - Amendment to the Land Transport (Infringement and Reminder Notices) Regulations 2012	<p>This document is proposed to be released in full.</p> <p><u>Consultations</u> The NZ Police, Waka Kotahi, the Ministry for Women, the Ministry of Health, the Ministry for Pacific Peoples, Te Puni Kōkiri, the Ministry of Justice and Parliamentary Counsel Office were consulted on the release of this paper. None of these agencies raised any concerns.</p> <p><u>Risks and mitigations</u> We have not identified any risks with the release of this paper.</p>
2	Minute - LEG-23-MIN-0006 Amendments to the Land Transport (Infringement and Reminder Notices) Regulations 2012	<p>This document is proposed to be released in full.</p> <p><u>Consultations</u> The NZ Police, Waka Kotahi, the Ministry for Women, the Ministry of Health, the Ministry for Pacific Peoples, Te Puni Kōkiri, the Ministry of Justice and Parliamentary Counsel Office were consulted on the release of this paper. None of these agencies raised any concerns.</p> <p><u>Risks and mitigations</u> We have not identified any risks with the release of this paper.</p>



Document 26

22 March 2023

OC230235

Hon Michael Wood
Minister of Transport

Action required by:
Friday, 31 March 2023

ELECTRIC VEHICLE CHARGER CONNECTION COSTS

Purpose

You requested advice on public EV charger connection costs after several industry stakeholders raised this issue with you and the Minister of Energy and Resources. The Ministry of Business, Innovation and Employment provided advice to their Minister on this matter on 2 March 2023 (MBIE briefing 2223-2813) and forwarded that advice to your office. This briefing provides a brief response from Transport officials to the issues raised.

Key points

- A range of stakeholders have raised concerns with you, the Minister of Energy and Resources, and officials about the cost and difficulty of connecting new public chargers to the electricity network, especially when compared to other countries.
- Those stakeholders include Electricity Distribution Businesses (EDBs) like Vector, EV charging providers like ChargeNet, and industry groups like Drive Electric.

s 9(2)(f)(iv)



- While the Emissions Reduction Plan's (ERP's) target and actions related to EV uptake actions are in the transport chapter, the solutions to cost of connection issues fall primarily in the Energy and Resources portfolio. There are no levers immediately available to the Minister of Transport or Te Manatū Waka to address these issues.

Recommendations

We recommend you:

- 1 **note** that MBIE has briefed their Minister on the cost of connecting new public EV chargers to the grid and forwarded this to your office (MBIE briefing 2223-2813).
- 2 s 9(2)(f)(iv)
- 3 **note** that this is primarily an energy issue, and the Ministry of Transport does not have oversight of the electricity market participants.
- 4 **note** your best option may be to work with other Ministers to ensure relevant agencies maintain focus on progress.

Holly Walker

Holly Walker
Manager, Environment and Emissions Strategy
 22/03/2023

Hon Michael Wood
Minister of Transport
 / /

- Minister's office to complete:**
- Approved Declined
- Seen by Minister Not seen by Minister
- Overtaken by events

Comments

Contacts

Name	Telephone	First contact
Holly Walker, Manager, Environment and Emissions Strategy	s 9(2)(a)	✓

ELECTRIC VEHICLE CHARGER CONNECTION COSTS

High connection costs for new public chargers are a barrier to EV uptake

- 1 Charging companies like JOLT and ChargeNet have indicated that the cost of connecting new chargers to the electricity network is materially higher in New Zealand than in Australia and other jurisdictions. Further, they have indicated that there are material differences in those connection costs between EDBs across the country.
- 2 These companies have indicated that they see these high costs of connection as a potential barrier to further roll out of public chargers in certain parts of the country.
- 3 As noted in *Charging our future*, the draft National EV Charging Strategy released for public consultation today (22 March 2023) the absence of available public EV chargers – or even the perceived absence of such – could be material barrier to further EV uptake in Aotearoa New Zealand in the near future.
- 4 While most EV charging happens when EVs are parked for long periods (commonly at home overnight) a reliable network of public EV chargers has been found to reduce range anxiety among EV owners and prospective owners.

While the challenge is a transport matter, the solutions sit primarily under the Energy and Resources portfolio...

- 5 High EV charging connection costs primarily relate to electricity supply and grid connection issues. MBIE is the lead agency for policy matters relating to energy and electricity, reporting to the Minister of Energy and Resources.
- 6 Officials at Te Manatū Waka Ministry of Transport do not have any direct levers at our disposal to directly influence outcomes in the electricity sector. We will nonetheless continue to encourage our colleagues in other agencies to exercise the levers at their disposal to influence change in this area.

...and specifically with independent regulators

- 7 s 9(2)(ba)(i)

- 7.1 The **Electricity Authority** is responsible for distribution pricing guidance for EDBs, including how revenue should be recovered from consumers across time. Current guidance states that EDBs should design pricing that reflects underlying costs or expected future investment to relieve congestion.
- 7.2 The **Commerce Commission** sets the maximum revenue a regulated EDB can earn from its regulatory asset base. EV charger connections are not included in that regulatory asset base, so the connection charges are not regulated, and are currently cost-recovered through a user-pays model. The Commission does impose transparency requirements: EDBs are required to publish their pricing

methodology annually and to set out their policy for how contributions towards network costs from customers (“capital contributions”) are determined.

MBIE suggests three options to address connection costs.

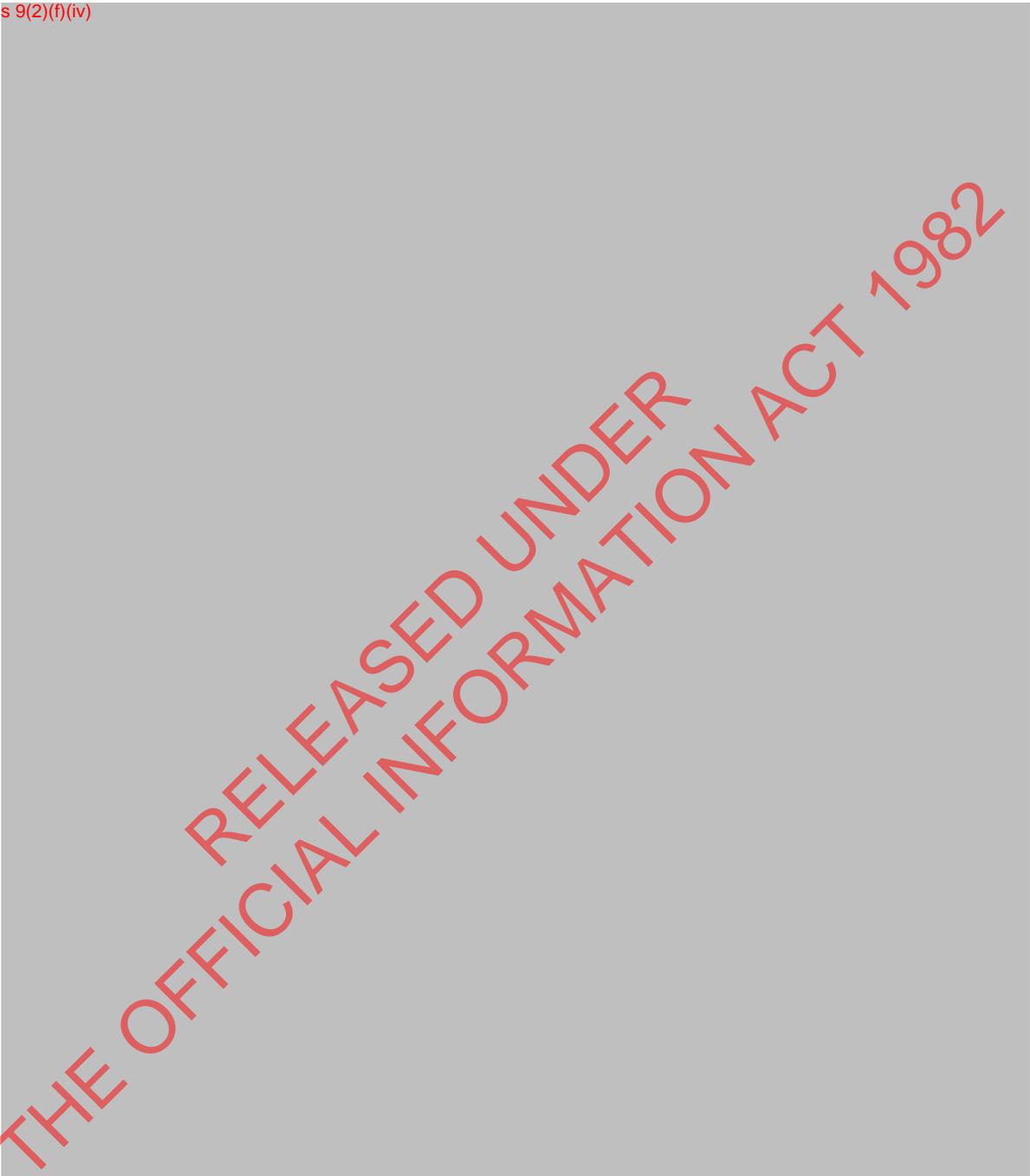
8 s 9(2)(f)(iv)

9

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11

12



We recommend working with other Ministers to ensure agencies maintain focus on progress

- 13 The Minister of Energy and Resources holds the policy levers in that portfolio, including over whether to pursue additional funding for EECA. The relevant MBIE officials work under the direction of the Minister of Energy and Resources.

- 14 One potential way to ensure the independent regulators maintain focus on EV charging is via the letters of expectation that relevant Ministers set for Crown entities. The Minister of Energy and Resources is responsible for the letter of expectation for the Electricity Authority, while the Minister of Commerce and Consumer Affairs is responsible for the letter of expectation for the Commerce Commission. s 9(2)(f)(iv)

[REDACTED]

- 15 In the meantime, Transport officials will continue work with MBIE and other agencies to explore the range of options available to the Government reduce EV charging connection costs. As you know, we regularly engage with MBIE and EECA through the cross-agency working group on EV charging infrastructure. Representatives from the Commerce Commission and Electricity Authority have been invited to attend the group's next meeting. We will inform you via the weekly report if any new information or relevant ideas emerge from that discussion.

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22 March 2023

OC230241

Hon Michael Wood
Minister of Transport

FERRY STAKEHOLDER MEETING

Snapshot

s 9(2)(f)(iv)

This briefing provides background information to support discussions at this meeting.

Time and date	10.30-11.30am, 23 March 2023
Venue	Auckland Policy Office, 45 Queen Street, Auckland (in person)
Attendees	The attendee list is being provided to the Minister directly
Officials attending	Karen Lyons, Director, Auckland Jacob McElwee, Principal Adviser, Mobility and Safety Anjela Frost, Senior Adviser, Mobility and Safety
Agenda	10.30am-10.45am: Introductions and overview from Minister Wood 10.45am-11.25am: What are the challenges for ferry service reliability in Auckland and how can they be resolved? 11.25am-11.30am: Wrap up from Minister Wood and next steps

Contacts

Name	Telephone	First contact
Helen White, Manager, Mobility and Safety	s 9(2)(a)	✓
Anjela Frost, Senior Adviser, Mobility and Safety		

Key issues impacting ferry service reliability

Reliability of ferry services in the Auckland region have been decreasing

- 1 The reliability of ferry services in Auckland is being impacted by key issues including workforce shortages, vessel reliability issues, and conflicts with other port users (such as cruise ships). These issues have been exacerbated by demand for some ferry services outstripping vessel capacity and inadequate systems for notifying people of service cancellations.
- 2 Auckland Transport (AT) report that their ferry service reliability has decreased over the past 12 months. Ferry service punctuality dropped to 74.1% for the month of December 2022, and averaged 84.2% for the 12-month period up to December 2022.¹
- 3 In January 2023, Fullers360 (Fullers) reported that 97.9% of their Waiheke ferry services were reliable, and 90.3% were punctual.² Although Fullers reliability and punctuality is reported as higher than AT, their definitions are less stringent.

Workforce shortages are impacting the reliability of ferries services

- 4 Workforce shortages has been reported by operators as the most pressing issue impacting the reliability of ferry services in Auckland.

Timeframes for seafarer certification can be a barrier to filling vacancies

- 5 One of the barriers to filling vacancies raised by Auckland ferry operators has been the time taken to certify seafarers brought in from overseas. Maritime NZ (MNZ) has recognised that its past performance on regulatory licensing, including seafarer certification, has needed improvement.
- 6 Over the last year MNZ has made significant investments in the capability and systems of its licensing team (e.g. moving away from a fixed term workforce, better administration and workflow, training and targeted resources to address backlogs and priorities, removing unnecessary steps in its processes). This has resulted in significant improvements in performance, including removal of the backlog for applications and processing times dropping by almost half, to well within agreed service levels of under 20 days.
- 7 MNZ expect to maintain this standard of performance and see further improvements to timeframes, including through further streamlining of processes, ease of access through mechanisms such as an online portal, and better up-front communications with operators. However, it notes that maintaining standards and improving further will depend on early certainty on funding review outcomes.
- 8 Where seafarers come into New Zealand with internationally recognised qualifications under the International Convention on Standards for Training, Certification and Watchkeeping (STCW), the issuing of certificates to operate here can happen simply and quickly (usually, well under the 20-day service standard, where applications are of good quality and complete). MNZ has recently removed a requirement for

¹ Auckland Transport Monthly Indicators Report – December 2022

² Fullers360 online monthly dashboard

seafarers in this category who are not seeking officer roles to sit an oral exam, which should further speed up this process.

- 9 However, the type of seafarers that the Auckland ferry operators are seeking often are not certified or their qualifications are not recognised under these international standards. Instead, they tend to be qualified under domestic qualifications issued by their home country. Unless they come from Australia, where New Zealand has a dedicated mutual recognition agreement, these domestic qualifications have to be assessed case by case to ensure they meet the required competency levels. Specifically, this will require the NZ Maritime schools to assess their competency and recognise prior learning. This can take time.
- 10 To address this in the case of deck hands, MNZ has applied exemptions to this requirement for two of the three Auckland ferry operators (Fullers and SeaLink) on the basis that appropriate training / development of competency will happen on the job. This has the added attraction of ensuring that the employee in this case is required to stay with the company they are training with for a length of time. MNZ would be very open to extending these arrangements to the third ferry operator.
- 11 In the case of skippers, because of the higher level of competency required it is more difficult to put in place such arrangements. However, MNZ are happy to work with both the operators and Maritime schools to work through how the process could be made more efficient – for example, if operators know in advance that they are going to be seeking a particular number of seafarers from a country with a certain qualification, it may be possible for the schools to assess these qualifications in advance.
- 12 MNZ suggest a dedicated hui between MNZ, the Maritime schools and the operators would be a good next step to discuss certification timeframes and explore further steps to streamline the process where possible. This can happen relatively quickly – MNZ is willing to lead this work and report back to you on the results.

Transport Sector Agreement

- 13 In December 2022, Cabinet agreed in principle to a transport sector agreement with a two-year work to residence pathway for truck drivers and bus drivers [DEV-22-MIN-0303].
- 14 You have decided to include in the transport sector agreement ship's masters with a minimum qualification of Skipper Restricted Limits with 500GT endorsement, and deck hands working in a role covered by ANZSCO code 899211 Deck Hand. This decision will extend the two-year residence pathway to these critical ferry roles.
- 15 MBIE will be advising you on implementation timeframes for the transport sector agreement, which will be either April, May or June 2023.
- 16 The transport sector agreement will be reviewed after 12 months to ensure that numbers remain manageable, and that the agreement is meeting its objectives.

Other background information

Fare costs for Auckland ferry services

- 17 **Annex One** sets out the fare costs for both Auckland Contracted ferry services and exempt services.

Waka Kotahi is reviewing the Fullers Waiheke ferry exempt status

- 18 At your request, Waka Kotahi NZ Transport Agency (Waka Kotahi) is currently reviewing the Public Transport Operating Model exemption for the Fullers Waiheke ferry service.
- 19 Waka Kotahi is seeking legal advice about the information they require before determining whether the criteria under section 150 of the Land Transport Management Act 2003 have been met to change the status of the Service. Waka Kotahi will engage stakeholders as soon as practical once they have clarity around what is required for them to determine whether the criteria have been met.
- 20 This review is important given the impact reliability of the Waiheke ferry service has on Waiheke residents. Waiheke residents are reliant on the Waiheke ferry service to travel to and from Auckland and have almost no alternatives if a service is cancelled at short notice.
- 21 Waka Kotahi is expecting to provide you with an update on this review this week.

s 9(2)(j)

- 22 The Waiheke ferry service is currently an exempt service. s 9(2)(j)

s 9(2)(j)

s 9(2)(j)



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Annex One: Fare costs for Auckland ferry services

Auckland Contracted ferry services

26 Auckland contractor ferry fares information is presented in Table 1. Note these are the full prices (not the half price fares which are currently in effect until 30 June 2023).

Table 1: Fares for Auckland contracted ferry services

Service	Adult fare		Child fare		Accessible fare	Tertiary fare	Monthly pass
	Cash	AT HOP	Cash	AT HOP			
Inner Harbour Services: Bayswater, Birkenhead, Devonport and Northcote Pt.	\$8.00	\$5.40	\$3.10	\$3.10	\$3.10	\$4.16	\$165.00
Mid Harbour Services: West Harbour, Beach Haven, Half Moon Bay and Hobsonville	\$11.50	\$8.00	\$6.50	\$4.70	\$4.70	\$6.34	\$265.00
Outer Harbour Services: Gulf Harbour and Pine Harbour	\$16.00	\$11.60	\$8.50	\$6.10	\$6.10	\$8.70	\$345.00
Rakino	Bespoke set of fares on a largely commercial basis. Service is not co-funded by Waka Kotahi. Adult single fare is \$42.00, child single fare is \$25.00						

Note: Inner Harbour Services are subject to a \$20 cap. All services, excluding Rakino, attract a 10% off-peak discount.

Exempt ferry services

28 Fullers Waiheke service passenger fares can be seen in Table 2 overleaf.

Table 2: Fullers Waiheke service passenger fares

Fare Product	Adult	Child	Tertiary	AT HOP Adult	AT HOP Child
Single Trip	\$30.00	\$14.00	N/A	\$23.00	\$11.00
Return	\$46.00	\$23.00	N/A	N/A	N/A
Waiheke Return Deal	\$35.00	N/A	N/A	N/A	N/A
Waiheke Return Family (2 adults / 2 children)	\$122.50	N/A	N/A	N/A	N/A
Monthly Pass	\$403.00	\$177.00	\$293.00	\$345.00	N/A
40 trip ticket	\$574.50	\$262.50	N/A	N/A	N/A
Flexipass (10 trip ticket)	\$166.00	\$77.00	\$97.50	N/A	N/A

Note: Under the Quality Partnership Agreement between Auckland Transport and Fullers, Auckland Transport are subsidising the Fullers monthly pass fare by \$58 to align with Auckland Transport's outer harbour services monthly pass.

- 29 SeaLink operate an exempt vehicular ferry service from Half Moon Bay to Kennedy Point on Waiheke. Fare prices for this service are subject to variable pricing depending on demand. The Price for an adult single ticket varies between \$23.50 and \$26.00. Unlike other ferry services, users can pre-book a ticket on a trip.



OIA BRIEFING

Document 28

23 March 2023

OC230178

Hon Kiri Allan
Associate Minister of Transport

Action required by:
Wednesday, 29 March 2023

cc Hon Minister Michael Wood
Minister of Transport

OFFICIAL INFORMATION ACT REQUEST FROM s 9(2)(a)
RELATING TO MARPOL ANNEX VI

Purpose

Seek your agreement to the proposed response to an Official Information Act 1982 request.

Name of Requester	s 9(2)(a)
Request	“...copies of any advice MNZ provided to the Minister about the application of Marpol Annex VI, Chapter 4 in NZ? And a copy of the relevant Cabinet paper (if any) if MNZ holds a copy of the Cabinet paper?”
Statutory deadline	Wednesday, 29 March 2023
Risks	Te Manatū Waka Ministry of Transport (The Ministry) foresees no risks with this response.
	This request was transferred to the Ministry from Maritime New Zealand on 2 March 2023.

THE OFFICIAL INFORMATION ACT 1982

Recommendations

We recommend you:

1 **consider** the proposed response to the request under the Official Information Act 1982

2 **sign** the attached letter to s 9(2)(a) Yes / No

Holly Walker

Holly Walker
Manager, Environment and Emissions Strategy

23/3/2023

Minister's office to complete:

- Approved Declined
- Seen by Minister Not seen by Minister
- Overtaken by events

Hon Kiri Allan
Associate Minister of Transport

..... / /

Comments

Contacts

Name	Telephone	First contact
Holly Walker, Manager, Environment and Emissions Strategy	s 9(2)(a)	✓
Bryn Gandy, Deputy Chief Executive, System Strategy and Investment	s 9(2)(a)	

THE OFFICIAL INFORMATION ACT 1982

OFFICIAL INFORMATION ACT REQUEST FROM s 9(2)(a) RELATING TO MARPOL ANNEX VI

Purpose

- 1 Provides a suggested response to an Official Information Act 1982 (the Act) request received from s 9(2)(a) .

s 9(2)(a) request under the Act

- 2 On 1 March 2023, s 9(2)(a) made a request under the Act seeking:

“...could I please get copies of any advice MNZ provided to the Minister about the application of Marpol Annex VI, Chapter 4 in NZ? And a copy of the relevant Cabinet paper (if any) if MNZ holds a copy of the Cabinet paper”.
- 3 This request was transferred to Te Manatū Waka Ministry of Transport (the Ministry) from Maritime New Zealand (MNZ) on 2 March 2023.

Six documents fall within the scope of the request

- 4 Table 1 below sets out the documents that fall in the scope of request and our proposed response.

Table 1

	Document	Description of information withheld	Previously released?
1	Cabinet paper – Approval to consult on accession to the International Maritime Organization Treaty MARPOL Annex VI: Prevention of Air Pollution from Ships	Refused in full under section 18(d) of the Act as the document is publicly available on Te Manatū Waka Ministry of Transport’s (the Ministry’s) website.	Yes
2	Cabinet Paper – MARPOL Annex VI Regulations for the Prevention of Air Pollution from Ships: Approval to Accede	Refused in full under section 18(d) of the Act as the document is publicly available on the Ministry’s website.	Yes
3	National Interest Analysis - Proposes accession to Annex VI regulations for the prevention of air pollution from ships contained in the Protocol of 1997 to the International Convention for the Prevention of Pollution from Ships 1973/78 (MARPOL)	Refused in full under section 18(d) of the Act as the document is publicly available on the Ministry’s website.	Yes

Table 1

	Document	Description of information withheld	Previously released?
4	Briefing – OC210778 MARPOL Annex VI: Recommended policy approach implementation and funding	Certain information: <ul style="list-style-type: none"> withheld under section 9(2)(a) of the Act relating to protecting the privacy of natural persons; and excluded as out of scope of this request. 	No
5	Briefing – OC210855 Supporting material for the Maritime Transport (MARPOL Annex VI) Amendment Bill for Committee of the Whole house	Certain information: <ul style="list-style-type: none"> withheld under section 9(2)(a) of the Act relating to protecting the privacy of natural persons; and excluded as out of scope of this request. 	No
6	Briefing – OC220923 Urgent - Proposal to notify commencement of Part 199 Marine Protection Rules – Tranche 2	Certain information withheld under section 9(2)(a) of the Act relating to protecting the privacy of natural persons.	No

Consultation and Risks

- 5 The Ministry has consulted MNZ on its suggested response and they are comfortable with our response.
- 6 The Ministry foresees no risks with this response.

Hon Kiri Allan

MP for East Coast
Minister of Justice
Minister for Regional Development
Associate Minister of Transport



s 9(2)(a)

Dear s 9(2)(a)

I refer to your email dated 1 March 2023, requesting the following under the Official Information Act 1982 (the Act):

“...copies of any advice MNZ provided to the Minister about the application of Marpol Annex VI, Chapter 4 in NZ? And a copy of the relevant Cabinet paper (if any) if MNZ holds a copy of the Cabinet paper.”

Your request was transferred to Te Manatū Waka Ministry of Transport (the Ministry) on 2 March 2023.

Six documents fall within the scope of your request. Three are enclosed and three are already publicly available. The documents are listed in the document schedule attached as Annex 1.

I am refusing documents 1, 2 and 3 under section 18(d) of the Act as these documents are already publicly available on Te Manatū Waka Ministry of Transport's website.

Document 1 can be found here:

<https://www.transport.govt.nz/assets/Uploads/Cabinet/Accession-to-International-Maritime-Organization-Treaty-MARPOL-Annex-VI-Approval-to-Consult-redacted.pdf>.

Document 2 can be found here:

<https://www.transport.govt.nz/assets/Uploads/Cabinet/MARPOL-Cabinet-Paper-Annex-VI-Regulations-for-the-Prevention-of-Air-Pollution-from-Ships-Approval-to-Accede-v2.pdf>.

Document 3 can be found here:

<https://www.transport.govt.nz/assets/Uploads/Report/MARPOL-Annex-VI-National-Interest-Analysis.pdf>.

Certain information is withheld in documents 4, 5 and 6 under section 9(2)(a) of the Act relating to protecting the privacy of natural persons, and certain information in documents 4 and 5 is excluded, as it is out of scope of your request under the Act.

If you are interested in more information on how Chapter 4 is applied in New Zealand, you can find the Part 199 Marine Protection Rules on Maritime New Zealand's website here: <https://www.maritimenz.govt.nz/content/rules/part-199/default.asp>.

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.

Yours sincerely

A handwritten signature in blue ink, appearing to be 'Kiri Allan', with a long horizontal line extending to the right.

Hon Kiri Allan
Associate Minister of Transport

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THE OFFICIAL INFORMATION ACT 1982

Annex 1 - Document Schedule

	Document	Decision on release
1	Cabinet paper – Approval to consult on accession to the International Maritime Organization treaty MARPOL Annex VI: Prevention of Air Pollution from Ships	Refused in full under section 18(d) of the Act as the document is publicly available on Te Manatū Waka Ministry of Transport's (the Ministry's) website.
2	Cabinet Paper – MARPOL Annex VI Regulations for the Prevention of Air Pollution from Ships: Approval to Accede	Refused in full under section 18(d) of the Act as the document is publicly available on the Ministry's website.
3	National Interest Analysis - Proposes accession to Annex VI regulations for the prevention of air pollution from ships contained in the Protocol of 1997 to the International Convention for the Prevention of Pollution from Ships 1973/78 (MARPOL)	Refused in full under section 18(d) of the Act as the document is publicly available on the Ministry's website.
4	Briefing – OC210778 MARPOL Annex VI: Recommended policy approach implementation and funding	Some information withheld under section 9(2)(a), or excluded as out of scope of this request.
5	Briefing – OC210855 Supporting material for the Maritime Transport (MARPOL Annex VI) Amendment Bill for Committee of the Whole house	Some information withheld under section 9(2)(a), or excluded as out of scope of this request.
6	Briefing – OC220923 Urgent - Proposal to notify commencement of Part 199 Marine Protection Rules – Tranche 2	Certain information withheld under section 9(2)(a).

20 October 2022

OC220928

Hon Kieran McAnulty
Associate Minister of Transport

Action required by:
 Monday, 24 October 2022

URGENT- PROPOSAL TO NOTIFY COMMENCEMENT OF PART 199 MARINE PROTECTION RULES – TRANCHE 2

Purpose

This paper seeks your agreement to notify the commencement of specified sections of the Part 199 Marine Protection Rules (Part 199 Rules) and lift the suspension on those rules in accordance with section 451(3) of the Maritime Transport Act 1994 (MTA).

The suspension needs to be lifted to enable New Zealand to implement new provisions of Annex VI of the International Convention for the Prevention of Pollution from Ships (MARPOL), relating primarily to energy efficiency and carbon intensity of ships. These provisions come into force globally on 1 November 2022.

Key points

- The Part 199 Rules are the key legislative instrument that enables New Zealand to implement MARPOL Annex VI, the International Maritime Organization Convention for the Prevention of Air Pollution from Ships.
- The Part 199 Rules were made by the Minister of Transport on 16 March 2022 and gazetted on 4 April 2022. The commencement of the rules was suspended under section 451(3) of the MTA until the date of New Zealand's accession to MARPOL Annex VI was known.
- New Zealand acceded to MARPOL Annex VI on 26 May 2022 and the Convention came into force in New Zealand from 26 August 2022. On 8 July 2022 a Gazette notice was published notifying that the suspension on most of the Part 199 Rules ("tranche 1") would be lifted on 26 August 2022.
- Some parts of the Part 199 Rules ("tranche 2") remained suspended pending the coming into force globally of new MARPOL Annex VI regulations on 1 November 2022. We are now seeking your agreement to notify the lifting of the suspension on these parts and their commencement date.
- The tranche 2 rules will come into effect 28 days after gazetting. There will be a short delay between 1 November (when the relevant MARPOL Annex VI regulations come into force) and the commencement date of the tranche 2 rules. However, this has no practical effect as surveys of ships for compliance with the new rules do not commence until 1 January 2023.

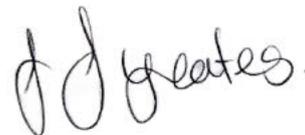
Recommendations

We recommend you:

- 1 **agree** to give notice in the New Zealand Gazette of the entry into force of the following parts of the Part 199 Marine Protection Rules ("tranche 2"), in accordance with section 451(3) of the MTA, such entry into force being at least 28 days after notification in the New Zealand Gazette:
- (a) the rules in subsection B8B:
 - (b) the rules in subsection B8C:
 - (c) the rules in subsection C8B:
 - (d) the rules in subsection C8C:
 - (e) rule 199.614:
 - (f) the rules in Subpart F:
 - (g) the rules in Schedule 2
- 2 **approve** the form of the attached Gazette notice (Appendix 1). Yes/No
- 3 **note** there will be a short delay between 1 November 2022, when the relevant MARPOL Annex VI regulations come into force, and the commencement date of the entry into force of tranche 2. The notice of the commencement of the tranche 2 rules should be gazetted urgently in order to reduce this delay as far as possible.
- 4 **note** the delay has no practical effect, as surveys of ships for compliance with the tranche 2 rules do not commence until 1 January 2023. We therefore do not recommend seeking a waiver of the 28-day rule.



Ewan Delany
**Manager, Environment, Emissions and
 Adaptation, Te Manatū Waka**
 20.10.22



Jacqui Yeates
**Manager, Regulatory Policy Design,
 Maritime New Zealand**
 18 / 10 / 22

Hon Kieran McNulty
Associate Minister of Transport

..... / /

Minister's office to complete:

Approved

Declined

Seen by Minister

Not seen by Minister

Overtaken by events

Comments

Contacts

Name	Telephone	First contact
Kate Reid, Principal Advisor, Regulatory Policy Design	s 9(2)(a)	✓
Michelle Palmer, Advisor, Environment, Emissions and Adaptation	s 9(2)(a)	
Jacqui Yeates, Manager, Regulatory Policy Design	s 9(2)(a)	

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URGENT- PROPOSAL TO LIFT THE SUSPENSION ON COMMENCEMENT OF PART 199 MARINE PROTECTION RULES

Background

- 1 On 16 March 2022 the Minister of Transport signed the Part 199 Marine Protection Rules: Prevention of Air Pollution from Ships (Part 199 Rules) [OC220023 refers]. Part 199 is a key part of the suite of legislation that brings Annex VI of the International Convention for the Prevention of Pollution from Ships (MARPOL) into effect in New Zealand.
- 2 The Part 199 Rules were gazetted on 4 April 2022. As the date of New Zealand's pending accession to MARPOL Annex VI was not known at the time, the commencement of the rules was suspended under section 451(3) of the Maritime Transport Act 1994 (MTA), until a date when they would be brought into force, in whole or in part, by a notice in the New Zealand Gazette.
- 3 The commencement of the Part 199 Rules is staged as follows:
 - **Tranche 1** rules are now in force. Their suspension was lifted on 26 August 2022, three months after New Zealand's accession to MARPOL Annex VI was lodged with the International Maritime Organization (IMO).
 - **Tranche 2** rules are suspended until scheduled amendments made by the IMO to Annex VI come into force globally on 1 November 2022.
 - **Tranche 3** rules (section C3 of the Part 199 Rules) are suspended until amendments to the Part 199 Rules are in place to make the nitrogen oxides (NO_x) requirements workable for domestic ships [OC220482 refers].
- 4 This briefing seeks your agreement to gazette the notification of entry into force of the tranche 2 rules. The form of the gazette notice is attached (Appendix 1).
- 5 As agreed by you, the tranche 3 suspension will remain for the time being and will be lifted in November 2022 in order to put the amendments into effect [OC220482 refers]. Your agreement to lift the suspension will be sought when we brief you on the proposed amendments.

The tranche 2 rules include new energy efficiency and carbon intensity requirements

- 6 The tranche 2 rules (Appendix 2) cover the following areas, mostly intended to contribute to the reduction of greenhouse gas emissions:
 - *Subsections B8B and C8B: Energy Efficiency (Existing Ship) Index* - for international and domestic voyaging ships respectively. These rules require certain existing ships at or over 400 gross tonnage (GT) to have the energy efficiency features of their design calculated and, if necessary, brought into line with the required energy efficiency rating.
 - *Subsections B8C and C8C: Operational carbon intensity* - for international and domestic voyaging ships respectively. These rules require certain ships at or over 5000 GT to measure their fuel consumption while in operation, report the resulting carbon intensity rating, and take corrective action if the rating is low.

- *Rule 199.614: SEEMP inspection.* This rule enables Maritime NZ to inspect a ship to determine whether the ship's energy efficiency management plan (SEEMP) is being implemented in accordance with the new Annex VI regulations.
- *Subpart F: Unmanned non-self-propelled barges.* These rules set the conditions upon which an unmanned non-self-propelled barge may have an exemption certificate issued in relation to it.
- *Schedule 2: Subsequent amendments to Part 199.* This schedule renumbers the references to MARPOL Annex VI regulations to align with the new numbering of MARPOL Annex VI that comes into force on 1 November 2022.

Timing of tranche 2 rules

- 7 In accordance with Cabinet requirements, the tranche 2 rules will come into effect 28 days after they have been notified in the New Zealand Gazette. This means there will be a short delay between 1 November 2022, when the relevant MARPOL Annex VI regulations come into force, and the commencement date of the entry into force of tranche 2. The notice of the entry into force of the tranche 2 rules should be gazetted urgently in order to reduce this delay as far as possible.
- 8 However, the delay has no practical effect, as surveys of ships for compliance with the tranche 2 rules do not commence until 1 January 2023. We therefore do not recommend seeking a waiver of the 28-day rule.

Next steps

- 9 We seek your agreement to the form of the Gazette notice at Appendix 1. We will have this published in the New Zealand Gazette on your behalf as soon as possible after your agreement.

APPENDIX 1 – GAZETTE NOTICE LIFTING SUSPENSION OF PART 199 MARINE PROTECTION RULES TRANCHE 2

Notification of Entry into Force of Marine Protection Rules

This notice is secondary legislation under section 451(9) of the Maritime Transport Act 1994.

Marine Protection Rules Part 199 Prevention of Air Pollution from Ships

These rules were made by the Minister of Transport on 16 March 2022.

The making of rules in Part 199 was notified in the *New Zealand Gazette*, 4 April 2022, Notice No. 2022-s11290, with commencement of rules in Part 199 suspended until they are applied, either wholly or in part, by further notice in the *New Zealand Gazette*.

In accordance with section 451(3) of the Maritime Transport Act 1994, I hereby give notice that the following rules in Part 199 enter into force on **[date]**:

- (a) the rules in subsection B8B:
- (b) the rules in subsection B8C:
- (c) the rules in subsection C8B:
- (d) the rules in subsection C8C:
- (e) rule 199.614:
- (f) the rules in Subpart F:
- (g) the rules in Schedule 2.

These rules are available for inspection free of charge, or for purchase, from Maritime New Zealand, Level 11, 1 Grey Street, Wellington, or on the Maritime New Zealand website at: www.maritimenz.govt.nz/rules.

Dated at Wellington this **[date] 2022**

HON KIERAN McANULTY, Associate Minister of Transport

APPENDIX 2 – FULL TEXT OF MARINE PROTECTION RULES PART 199 TRANCHE 2

Subsection B8B Energy efficiency existing ship index

This subsection is currently suspended and will come into force at a later date.

199.185 Application of subsection B8B

- (1) This subsection applies to a carbon intensity ship that is a New Zealand ship that is 400 gross tonnage or more and engaged in an international voyage.
- (2) This subsection also applies to a ship in subrule (1) that has undergone a major conversion on or after the date this subsection comes into force.
- (3) This subsection also applies to a ship in subrule (1) with non-conventional propulsion that is—
 - (a) a cruise passenger ship; or
 - (b) an LNG carrier.
- (4) Other than in subrule (3), this subsection does not apply to a ship with non-conventional propulsion.
- (5) This subsection does not apply to any of the following ships:
 - (a) a ship not propelled by mechanical means;
 - (b) a category A ship.

199.186 Attained energy efficiency existing ship index

- (1) The owner and the master of a ship must ensure an Attained EEXI is calculated at the following times, as applicable:
 - (a) for a ship—
 - (i) that is a New Zealand ship on 1 January 2023, upon the scheduled time specified in Schedule 1.2.5(1); or
 - (ii) that becomes a New Zealand ship after 1 January 2023, before the ship operates as a New Zealand ship;
 - (b) upon a major conversion of the ship.
- (2) Subject to subrule (5), the owner and the master of a ship must ensure an Attained EEXI—
 - (a) is calculated for the ship in accordance with regulations 23 and 25 of Annex VI, taking into account guidelines developed by the IMO titled *Guidelines On The Method Of Calculation Of The Attained Energy Efficiency Existing Ship Index (EEXI)*; and
 - (b) meets the standards and requirements in Annex VI; and
 - (c) is accompanied by the EEXI technical file in accordance with regulation 23.1 of Annex VI; and
 - (d) is verified by the Director.

- (3) The Director must verify the Attained EEXI under subrule (2)(d) in accordance with regulation 23 of Annex VI.
- (4) The Attained EEXI must be verified—
 - (a) at the annual, intermediate, or renewal survey identified in regulation 5.1 of Annex VI or the initial survey identified in regulation 5.4.1 and 5.4.3 of Annex VI, whichever is the first, on or after the date this subsection comes into force, in accordance with regulation 5.4.7 of Annex VI; and
 - (b) at the general or partial survey, according to the circumstances, after a ship has undergone a major conversion, in accordance with regulation 5.4.8 of Annex VI.
- (5) For a ship to which subsection B8A applies, the verified Attained EEDI may be taken as the Attained EEXI if the value of the Attained EEDI is equal to or less than that of the Required EEXI, in accordance with regulation 23 of Annex VI.

Subsection B8C Operational carbon intensity

This subsection is currently suspended and will come into force at a later date.

199.187 Application of subsection B8C

- (1) This subsection applies to a carbon intensity ship that is a New Zealand ship that is 5,000 gross tonnage or more engaged in an international voyage.
- (2) This subsection does not apply to any of the following ships:
 - (a) a ship not propelled by mechanical means;
 - (b) a category A ship.

199.188 Attained annual operational carbon intensity indicator

- (1) The owner and the master of a ship must ensure an Attained Annual Operational CII—
 - (a) is calculated for the ship in accordance with regulation 28 of Annex VI, taking into account guidelines developed by the IMO titled as follows:
 - (i) *Guidelines On Operational Carbon Intensity Indicators And The Calculation Methods:*
 - (ii) *Guidelines On The Reference Lines For Use With Operational Carbon Intensity Indicators:*
 - (iii) *Guidelines On The Operational Carbon Intensity Reduction Factors Relative To Reference Lines:*
 - (iv) *Guidelines On The Operational Carbon Intensity Rating Of Ships;* and
 - (b) meets the standards and requirements in Annex VI; and
 - (c) is verified by the Director.
- (2) The Director must verify the Attained Annual Operational CII under subrule (1)(c) in accordance with regulation 6.6 of Annex VI.

- (3) The Attained Annual Operational CII must be calculated, and reported to the Director, for each ship—
 - (a) from the initial time specified in Schedule 1.2.6(1), before the end of March of each calendar year; or
 - (b) in the event of a transfer of the ship addressed in regulations 27.4, 27.5, or 27.6 of Annex VI, at the times in accordance with regulation 28 of Annex VI.

199.189 Operational carbon intensity rating

- (1) For each ship, and upon receipt of all the appropriate data and information required to do so, the Director must verify the operational carbon intensity rating for the ship in accordance with regulation 28.6 of Annex VI.
- (2) If the rating verified under subrule (1) is such that a corrective action plan is required in accordance with regulation 28.7 of Annex VI, the owner and the master of the ship to which the rating relates to must—
 - (a) develop a plan of corrective actions to achieve the Required Annual Operational CII; and
 - (b) review the SEEMP for the ship to include the plan of corrective actions; and
 - (c) submit the reviewed SEEMP to the Director in accordance with regulation 28.8 of Annex VI.
- (3) The owner and the master must undertake the planned corrective actions in accordance with the updated SEEMP and regulation 28.9 of Annex VI.

199.190 to 199.199 Reserved

Subsection C8B Energy efficiency existing ship index

This subsection is currently suspended and will come into force at a later date.

199.485 Application of subsection C8B

- (1) This subsection applies to a carbon intensity ship that is a New Zealand ship that is 400 gross tonnage or more and engaged in a domestic voyage.
- (2) This subsection also applies to a ship in subrule (1) that has undergone a major conversion on or after the date this subsection comes into force.
- (3) This subsection also applies to a ship in subrule (1) with non-conventional propulsion that is—
 - (a) a cruise passenger ship; or
 - (b) an LNG carrier.
- (4) Other than in subrule (3), this subsection does not apply to a ship with non-conventional propulsion.
- (5) This subsection does not apply to any of the following ships:
 - (a) a ship not propelled by mechanical means:

- (b) a category A ship.

199.486 Attained energy efficiency existing ship index

- (1) The owner and the master of a ship must ensure an Attained EEXI is calculated at the following times, as applicable:
 - (a) for a ship—
 - (i) that is a New Zealand ship on 1 January 2023, upon the scheduled time specified in Schedule 1.2.5(2); or
 - (ii) that becomes a New Zealand ship after 1 January 2023, before the ship operates as a New Zealand ship:
 - (b) upon a major conversion of the ship.
- (2) Subject to subrule (5), the owner and the master of a ship must ensure an Attained EEXI—
 - (a) is calculated for the ship in accordance with regulations 23 and 25 of Annex VI, taking into account guidelines developed by the IMO titled *Guidelines On The Method Of Calculation Of The Attained Energy Efficiency Existing Ship Index (EEXI)*; and
 - (b) meets the standards and requirements in Annex VI; and
 - (c) is accompanied by the EEXI technical file in accordance with regulation 23.1 of Annex VI; and
 - (d) is verified by the Director.
- (3) The Director must verify the Attained EEXI under subrule (2)(d) in accordance with regulation 23 of Annex VI.
- (4) The Attained EEXI must be verified—
 - (a) at the intermediate, or renewal survey identified in regulation 5.1 of Annex VI or the initial survey identified in regulation 5.4.1 and 5.4.3 of Annex VI, whichever is the first, on or after the date this subsection comes into force, in accordance with regulation 5.4.7 of Annex VI; and
 - (b) at the general or partial survey, according to the circumstances, after a ship has undergone a major conversion, in accordance with regulation 5.4.8 of Annex VI.
- (5) For a ship to which subsection C8A applies, the verified Attained EEDI may be taken as the Attained EEXI if the value of the Attained EEDI is equal to or less than that of the Required EEXI, in accordance with regulation 23 of Annex VI.

Subsection C8C Operational carbon intensity

This subsection is currently suspended and will come into force at a later date.

199.487 Application of subsection C8C

- (1) This subsection applies to a carbon intensity ship that is a New Zealand ship that is 5,000 gross tonnage or more engaged in a domestic voyage.

- (2) This subsection does not apply to any of the following ships:
 - (a) a ship not propelled by mechanical means:
 - (b) a category A ship.

199.488 Attained annual operational carbon intensity indicator

- (1) The owner and the master of a ship must ensure an Attained Annual Operational CII—
 - (a) is calculated for the ship in accordance with regulation 28 of Annex VI, taking into account guidelines developed by the IMO titled as follows:
 - (i) *Guidelines On Operational Carbon Intensity Indicators And The Calculation Methods:*
 - (ii) *Guidelines On The Reference Lines For Use With Operational Carbon Intensity Indicators:*
 - (iii) *Guidelines On The Operational Carbon Intensity Reduction Factors Relative To Reference Lines:*
 - (iv) *Guidelines On The Operational Carbon Intensity Rating Of Ships;* and
 - (b) meets the standards and requirements in Annex VI; and
 - (c) is verified by the Director.
- (2) The Director must verify the Attained Annual Operational CII under subrule (1)(c) in accordance with regulation 6.6 of Annex VI.
- (3) The Attained Annual Operational CII must be calculated, and reported to the Director, for each ship—
 - (a) from the initial time specified in Schedule 1.2.6(2), before the end of March of each calendar year; or
 - (b) in the event of a transfer of the ship addressed in regulations 27.4, 27.5, or 27.6 of Annex VI, at the times in accordance with regulation 28 of Annex VI.

199.489 Operational carbon intensity rating

- (1) For each ship, and upon receipt of all the appropriate data and information required to do so, the Director must verify the operational carbon intensity rating for the ship in accordance with regulation 28.6 of Annex VI.
- (2) If the rating verified under subrule (1) is such that a corrective action plan is required in accordance with regulation 28.7 of Annex VI, the owner and the master of the ship to which the rating relates to must—
 - (a) develop a plan of corrective actions to achieve the Required Annual Operational CII; and
 - (b) review the SEEMP for the ship to include the plan of corrective actions; and
 - (c) submit the reviewed SEEMP to the Director in accordance with regulation 28.8 of Annex VI.
- (3) The owner and the master must undertake the planned corrective actions in accordance with the updated SEEMP and regulation 28.9 of Annex VI.

199.490 to 199.499 Reserved

199.614 SEEMP inspection

This rule is currently suspended and will come into force at a later date.

The Director may inspect a ship to determine whether the Ship Energy Efficiency Management Plan (SEEMP) relating to the ship is implemented in accordance with regulation 28 of Annex VI.

Subpart F Unmanned non-self-propelled (UNSP) barges

This subpart is currently suspended and will come into force at a later date.

199.640 Purpose of Subpart F

The purpose of this Subpart is to set the conditions upon which an unmanned non-self-propelled barge may have an IAPP Exemption Certificate issued in relation to it.

199.641 Application of Subpart F

This Subpart applies to an unmanned non-self-propelled barge to which this Part applies.

199.642 IAPP Exemption Certificate may substitute for IAPP certificate

- (1) The owner of an unmanned non-self-propelled barge to which section B1 or C1 applies is not required to hold an IAPP certificate for the barge provided—
 - (a) there is a valid IAPP Exemption Certificate issued under rule 199.644 in relation to the barge; and
 - (b) the requirements in this rule 199.642 are met.
- (2) The owner and the master must ensure that the IAPP Exemption Certificate is—
 - (a) carried on board the ship; and
 - (b) readily available for inspection by the Director and by authorised persons acting on behalf of a Party State at all times.
- (3) The owner and the master must comply with the conditions to which the certificate is subject.
- (4) It is a condition of each exemption certificate issued in respect of a barge that neither persons nor living animals are on board the barge during its voyage.

199.643 Survey to confirm barge meets certain conditions

Before an IAPP Exemption Certificate can be issued, a survey must confirm, taking into account IMO guidelines titled *Guidelines For Exemption Of Unmanned Non-Self-Propelled (UNSP) Barges From Certain Survey And Certification Requirements Under The MARPOL Convention*, that the barge—

- (a) is not propelled by mechanical means; and

- (b) has no system, equipment, or machinery fitted that may generate emissions regulated by Annex VI; and
- (c) is fit for purpose for use as a barge on a voyage with neither persons nor living animals on board.

199.644 Application for and issue of an exemption certificate

- (1) The owner of an unmanned non-self-propelled barge must apply to the Director for an IAPP Exemption Certificate—
 - (a) in accordance with section 269 of the Act; and
 - (b) including in the application a survey report by a surveyor confirming the conditions in rule 199.643 are met.
- (2) Upon an application under subrule (1) and, if satisfied with the survey report provided under subrule (1)(b), the Director must issue an IAPP Exemption Certificate—
 - (a) in accordance with section 270 of the Act; and
 - (b) subject to such conditions as the Director considers appropriate in the circumstances; and
 - (c) subject to the condition in rule 199.642(4); and
 - (d) for a period not exceeding 5 years.
- (3) Each certificate issued by the Director must be in the form set out in Appendix XI of Annex VI.
- (4) Each IAPP Exemption Certificate is a marine protection document for the purposes of the Act.

199.645 to 199.679 Reserved

SCHEDULE 2 Subsequent amendments to Part 199

This schedule is currently suspended and will come into force at a later date.

The following amendments are made in Part 199 on a date to be notified by *gazette*

Rule in Part 199	Current reference in rule to Annex VI regulation	Change Annex VI regulation reference to the following
199.184(2)(a)	20	22
199.184(2)(a)	21	24
199.184(2)(c)	20	22
199.184(3)	20	22
199.184(3)	21	24
199.184(5)	21	24
199.201(1)	22	26
199.201(2)(a)	22A.1	27.1
199.201(2)(a)	22A	27
199.201(5)	22	26
199.223(b)	22A	27
199.224(1)(a)	22A	27
199.484(2)(a)	20	22
199.484(2)(a)	21	24
199.484(2)(c)	20	22
199.484(3)	20	22
199.484(3)	21	24
199.484(5)	21	24
199.501(1)	22	26
199.501(2)(a)	22A.1	27.1
199.501(2)(a)	22A	27
199.501(5)	22	26

199.523(b)	22A	27
199.524(1)(a)	22A	27
199.681(4)(b)	21	24
199.681(4)(c)(i)	20	22
199.681(4)(d)(ii)	22.2	26.2
199.681(4)(d)(ii)	22.3	26.3

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OFFICIAL INFORMATION ACT

22 October 2021

OC210855

Hon Michael Wood
Minister of Transport

SUPPORTING MATERIAL FOR THE MARITIME TRANSPORT (MARPOL ANNEX VI) AMENDMENT BILL FOR COMMITTEE OF THE WHOLE HOUSE

Purpose

Provide you with material to support the consideration of the Maritime Transport (MARPOL Annex VI) Amendment Bill 2021 (the Bill) by the Committee of the Whole House.

Key points

- On 14 September 2021, the Transport and Infrastructure Committee (the Committee) reported back to Parliament on the Bill.
- On 28 September 2021, the Bill had its second reading.
- This briefing provides you with supporting material for the Committee of the Whole House stage, including:
 - an overview of the Bill
 - the key changes made to the Bill since its introduction
 - responses to questions on key elements of the proposed regime (refer **Appendix 1**)
 - a clause-by-clause breakdown of the Bill (refer **Appendix 2**)
- The Committee of the Whole House is to take place on Tuesday 26 October with the Third Reading the following day.

Contacts

Name	Telephone	First contact
Ewan Delany, Manager – Environment, Emissions and Adaptation	s 9(2)(a)	✓
Gemma Couzens, Senior Advisor – Environment, Emissions and Adaptation	s 9(2)(a)	
Annelies McClure – Senior Solicitor	s 9(2)(a)	

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OFFICIAL INFORMATION ACT

SUPPORTING MATERIAL FOR THE MARITIME TRANSPORT (MARPOL ANNEX VI) AMENDMENT BILL FOR COMMITTEE OF THE WHOLE HOUSE

Overview of the Maritime Transport (MARPOL Annex VI) Amendment Bill 2021

1. The objective of the Bill is to address the impacts of shipping emissions to air by aligning domestic legislation with Annex VI of the International Convention for the Prevention of Pollution from Ships (MARPOL). At the end of 2019, Cabinet agreed New Zealand would accede to Annex VI of MARPOL.
2. MARPOL Annex VI contains a set of 'regulations' that States must implement in order to formally accede. These regulations have been developed by the International Maritime Organization (IMO) and any changes or additions are subject to debate by member states of the IMO.
3. New Zealand's international obligations under other MARPOL Annexes are largely implemented through the Maritime Transport Act 1994 (MTA), and maritime and marine protection rules made under the MTA.
4. Before New Zealand can accede to MARPOL Annex VI, changes to the MTA are needed to ensure that its rule-making and enforcement provisions provide the authority required to fully implement the legal obligations of MARPOL Annex VI.
5. Part 1 of the Bill contains a number of amendments to the MTA to achieve this objective. Part 2 of the Bill amends the Maritime Transport (Marine Protection Conventions) Order 1999 to insert MARPOL Annex VI into the list of international conventions declared to be marine protection conventions. This is so that MARPOL Annex VI can be counted as a "marine protection convention" for the purposes of the definition of "marine protection convention" in section 222 of the MTA, and also wherever the phrase "marine protection convention" is used in Parts 18 to 27 of the MTA.
6. Key provisions in the Bill will:
 - a. *Provide a power for the Minister to make marine protection rules in relation to Annex VI substances.* The MTA sets out the purposes for which the Minister may make marine protection rules. The Bill inserts an additional purpose of prescribing requirements relating to the prevention of air pollution for ships for the purpose of implementing Annex VI.
 - b. *Provide a power for the Director of Maritime New Zealand (Maritime NZ) to conduct inspections and audits in relation to Annex VI requirements.* This is in addition to the existing power in the MTA giving the Director of Maritime NZ the power to conduct inspections and audits for matters other than in relation to Annex VI.
 - c. *Provide a power for the Director of Maritime NZ to detain ships and seize marine protection products that are in contravention of Annex VI requirements, and exercise related powers, such as imposing conditions and prohibitions.* These powers expand the existing powers of detention and seizure in the MTA so as to prevent air pollution from ships and to facilitate the implementation of Annex VI.

Change made to the Bill since introduction

7. The Bill was referred to the Transport and Infrastructure Committee on 1 June 2021 and the final report of the Committee was published on 14 September 2021. The Committee's proposed amendments were largely minor and technical. Minor changes were made to two of the definitions in the Bill to better differentiate between ballast water and sediment, and to replace an incorrect cross-reference. The Committee had no issues with regard to the legislation's design to bring to the attention of the House.
8. On 28 September 2021, the Bill had its second reading.

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Appendix 1: Responses to possible questions

Out of Scope [Redacted]
[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

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How will the regime be implemented?

- The Annex VI obligations will primarily be implemented by Maritime NZ through the Marine Protection Rules. However, there are also requirements on fuel suppliers that will be implemented by MBIE through amendments to the Energy Fuel Specifications Regulations 2011.
- We expect all of the rules and regulations to be in place by the end of this year, enabling the Ministry of Foreign Affairs and Trade to deposit the instrument of accession and the new requirements to come into force 3 months later (March 2022).
- However, the following requirements will be phased in after the commencement date:
 - Some new Annex VI provisions, recently agreed by the IMO, that come into force on 1 April and 1 November 2022 (notably changes to the energy efficiency requirements).
 - Annex VI compliance will be phased in across the New Zealand fleet over a 2.5-year period, giving ship operators time to prepare. Survey and certification obligations for Annex VI compliance will begin from 1 July 2022 and integrate into the existing survey schedule for each ship.

What will it cost to implement the regime and how will it be funded?

Out of Scope

[Redacted content]

Costs to industry (ships over 400 gross tons) (GT)

- The biggest impact of Annex VI is on ships at or over 400 GT, which depending on their age and type will have to comply with all or most Annex VI provisions. About half of the 80 or so ships of this size flagged to New Zealand are already compliant as they are “in class”, or are surveyed by class societies such as Lloyds Register.
- Most operators of large ships are aware of the requirements and are already taking action to comply.
- Depending on the age and type of ship there are a range of actions required to comply, such as:
 - Switching to diesel fuel (most large ships will already have done this).

- Upgrading or replacing non-compliant engines and other equipment.
- Improving the energy efficiency of the ship and setting up an energy efficiency management plan. Some ships will need to demonstrate they are meeting the plan.
- If a ship has a high carbon intensity rating, actions will have to be taken to reduce carbon intensity to an acceptable level over time. This may have significant financial implications but only the worst performing ships will have to take immediate action.
- Costs will vary widely according to the extent of modification needed and the type and design of ship.

Costs to industry (ships under 400 gross tons) (GT)

- The main impact on ships under 400 GT is the nitrogen oxides (NO_x) emissions requirements, which will require non-compliant engines to be upgraded/replaced and certified.
- At a rough estimate there are up to 1000 registered ships with 130+ kW engines which may be captured by Annex VI requirements. There will also be a large number of unregistered ships (recreational vessels etc). The impact cannot be quantified more precisely because no data is available on how many ships have engines that potentially have high NO_x emissions, or what proportion of these engines are already compliant.

Can anything be done to reduce costs?

- Most of these costs are an inevitable result of accession to Annex VI, as they represent the cost of complying with the requirements and standards set out in the convention.
- Annex VI requirements will have only a marginal impact on the costs to industry, as the majority of Annex VI requirements, or a modified version of them, will already apply to most ships.
- There are areas of discretion in the application and implementation of Annex VI, which mainly affects how Annex VI is applied to New Zealand flagged ships that only travel domestically. The Marine Protection Rules are being designed to mitigate possible cost impacts of the NO_x emissions requirements on those ships, without compromising the requirement for those ships to reduce their NO_x emissions.
- There are also advantages in applying the requirements to domestic ships, e.g.
 - The energy efficiency requirements are the first step towards achieving a low-carbon domestic fleet.
 - Ships will be encouraged to reduce energy consumption and therefore energy costs.
 - Ships that are compliant in New Zealand are compliant worldwide. This increases the value and reputation of New Zealand's fleet.

Out of Scope [Redacted]
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Appendix 2: Clause-by-clause analysis of the Bill

This clause-by-clause analysis of the Bill sets out the provisions in the Bill as reported by the Transport and Infrastructure Committee.

<i>Clause</i>	<i>Description</i>	<i>Amendments since Introduction</i>
1. Title	Is the Title clause.	No change.
2. Commencement	The Act is to come into force on the day after the date of Royal assent.	No change.

Part 1 – Amendments to the Maritime Transport Act 1994

<i>Clause</i>	<i>Description</i>	<i>Amendments since Introduction</i>
3. Amendments to Maritime Transport Act 1994	Amendments are to the Maritime Transport Act 1994.	No change.
4. Section 222 amended (Interpretation)	<p>Defines (or amends/replaces definitions of) the following terms used in the Bill:</p> <ul style="list-style-type: none"> • Annex VI • Annex VI requirements • Annex VI substance • Fuel oil • Discharge • Marine protection product • reception facility • ship 	The definition of “reception facility” (meaning a facility for the reception of harmful substances, ballast water and Annex VI from ships) was amended to replace the reference to “ballast water” with “sediment”.
5. Section 233 amended (Application of Parts 19 to 17 to ships of New Zealand Defence Force)	Amends section 233 which sets out the application of Parts 19 to 27 of the Act to warships and other ships of the New Zealand Defence Force when those ships are in waters outside the territorial sea of New Zealand. The amendment provides an exception to that application provision and states that Annex VI requirements do not apply to those ships.	No change

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6. Section 225 amended (Interpretation)	Amends section 223 by repealing the definitions of discharge, marine protection product, and reception facility. Those definitions are being moved—with some changes to take into account Annex VI requirements—by clause 4 to section 222 of the Maritime Transport Act.	No change.
7. Section 236 repealed (Power to require reception facilities)	Repeals section 236 which provides a power to the Director of Maritime NZ (the Director) to require, at ports, reception facilities for qualifying harmful substances from ships. That power is being provided for in new section 444A, inserted by clause 16.	No change.
7A Section 242 amended (Failure to comply with requirement of Director)	Amends section 242 by replacing “236” with “444A”.	The reference in section 242 to section 236 (to be repealed by clause 7) is replaced by section 444A.
8. Section 271 amended (Acceptance of documents)	Amends section 271 which relates to the acceptance of certain marine protection documents by the Director. The amendment expands subsection (2)(c) to capture the wider environment and ensures that the section is wide enough for the purposes of implementing Annex VI. The subsection, as amended, provides that the Director must not accept a marine protection document if the Director has clear grounds for believing that a ship presents an unreasonable threat to the environment, including the marine environment.	No change.
9. Section 272 amended (Suspension of marine protection documents or imposition of conditions)	Section 272 provides the powers the Director has to suspend marine protection documents or impose conditions in relation to those documents. The amendment expands the list of the contexts in which those powers may be exercised to include where the holder of a document fails to take corrective action in respect of the condition of the ship’s equipment.	Minor amendment made to include the word “substantially” i.e. that the condition of ship equipment must <u>substantially</u> correspond to the particulars of the relevant marine protection document. This modified wording aligns with the requirements of Annex VI.
10. Section 388 amended (Marine protection rules in relation to harmful and other substances)	Section 388 sets out the purposes for which the Minister may make marine protection rules. Clause 10 inserts an additional purpose of prescribing requirements, etc, relating to the prevention of air pollution from ships for the purposes of implementing Annex VI.	No change
11. Section 395 amended (Director may grant exemptions from marine protection rules)	Amends section 395, which provides the Director with the power to grant exemptions from marine protection rules. The amendment inserts the Director’s power to grant an exemption if compliance with a requirement could impede research into the development of ship	No change

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	emission reduction technologies and ship engine design programmes. A further amendment is included to provide that granting an exemption from a marine protection rule made for the purposes of Annex VI must not significantly increase the risk of harm to the environment, human health, property, or resources. The amendments under this clause are also intended for the purposes of implementing Annex VI.	
12. Section 396 amended (Inspections and Audits)	Amends section 396 to distinguish that provision from the new section 396A. The former relates to inspections and audits for matters other than in relation to Annex VI, while the latter relates to inspections and audits in relation to Annex VI.	No change
13. Section 396A inserted (Inspections and Audits in relation to Annex VI)	Inserts new section 396A, which relates to inspections and audits in relation to Annex VI. The Director will have the power to require, and to carry out, inspections and audits for the purposes of implementing Annex VI.	No change
14. Section 397 amended (Detention, etc of ships and seizure of marine protection documents)	Amends section 397 of the Maritime Transport Act, which provides the Director with the power to detain ships and seize marine protection products, etc. The amendments made by this clause ensure that the powers can be exercised to prevent air pollution from ships and to facilitate implementation of Annex VI.	No change
15. Section 399 amended (Failure to comply with Director's inspection or audit requirements)	Amends section 399 of the Maritime Transport Act, which provides an offence for failing to comply with the Director's inspection or audit requirements. That section is expanded to make it an offence to fail to comply with the Director's inspection or audit requirements in relation to Annex VI requirements under new section 396A(1) or (4).	No change
16. Section 444A inserted (Power to require reception facilities)	Inserts new section 444A which provides the Director with the power to require, at ports, reception facilities for qualifying harmful substances, sediment, and Annex VI substances from ships. Those powers are expanded from the power in section 236 of the Maritime Transport Act, which is being repealed by clause 7.	The substances that are the subject of a requirement to provide a port reception facility has been amended to delete references to "ballast water" and instead insert "sediment". The definition of "ballast water" in this clause has been deleted and a definition of "sediment" inserted.

Part 2 – Amendments to Secondary legislation

<i>Clause</i>	<i>Description</i>	<i>Amendments since Introduction</i>
17. (Principal Order) Amendments to Maritime Transport Act 1994	States that Part 2 amends the Maritime Transport (Marine Protection Conventions) Order 1999 (the Order).	No change
18. Clause 3 amended (Certain international conventions declared to be marine protection conventions)	Amends clause 3 of the Order to insert Annex VI into the list of international conventions declared to be marine protection conventions	No change

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7 October 2021

OC210778

Hon Dr Megan Woods
Minister of Energy and Resources

Action required by:
 Friday, 15 October 2021

Hon Michael Wood
Minister of Transport

MARPOL ANNEX VI: RECOMMENDED POLICY APPROACH, IMPLEMENTATION AND FUNDING

Purpose

Update you on the development of rules and regulations required to implement obligations under MARPOL Annex VI and to seek your agreement to the recommended policy approach, implementation plan and funding approach.

Out of Scope



Key points

- The Maritime Transport (MARPOL Annex VI) Amendment Bill (the Bill) is currently progressing through the House and will need to receive Royal Assent by the end of October 2021. This is to ensure that New Zealand can deposit the instrument of accession with the International Maritime Organisation by the end of the year.
- Public consultation was undertaken from 7 July to 4 August 2021 on new marine protection rules and amendments to regulations under the Maritime Transport Act 1994 (MTA) that are required to implement MARPOL Annex VI domestically.
- Submitters were generally supportive of the proposals but raised issues about how some of the new requirements would be implemented, especially for domestic-operating vessels. These have been considered in the recommended policy approach set out in Appendix 1.
- A letter of transmittal is being prepared by Maritime New Zealand (Maritime NZ) for the Minister of Transport to approve the new marine protection rules. Officials will also prepare a paper for you to take to the Cabinet Legislation Committee (LEG) on 18 November seeking approval for amendments to regulations under the MTA.
- The Bill needs to receive Royal Assent before the Minister of Transport can seek approval from the LEG for the amendments to regulations under the MTA. The Minister of Transport will then need to sign the marine protection rules after approval from the LEG, and before approval by Executive Council.

- **Out of Scope** [Redacted]
- [Redacted]
- [Redacted]

Recommendations

We recommend you:

- 1 **note** the timeframe required to ensure we accede to MARPOL Annex VI by the end of 2021 with requirements entering into force in March 2022
- 2 **agree** to the implementation and funding approach set out in this briefing Yes / No
- 3 **agree** to the recommended policy approach for the marine protection rules set out in Appendix 1 of this briefing (**MINISTER OF TRANSPORT ONLY**) Yes / No
- 4 **Out of Scope** [Redacted] Yes / No

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Michelle Schulz
**Manager, Resources Markets Policy,
 MBIE**
 / /

Hon Megan Woods
Minister of Energy and Resources
 / /

Ewan Delany
**Manager, Environment, Emissions and
 Adaptation, The Ministry of Transport**
 / /

Hon Michael Wood
Minister of Transport
 / /

- Minister's office to complete:**
- Approved Declined
 - Seen by Minister Not seen by Minister
 - Overtaken by events

Comments

Contacts

Name	Telephone	First contact
Ewan Delany, Manager Environment, Emissions and Adaptation, Ministry of Transport	s 9(2)(a)	✓
Gemma Couzens, Senior Advisor, Environment, Emissions and Adaptation, Ministry of Transport	s 9(2)(a)	
Michelle Schulz, Manager, Resources Markets Policy, MBIE	s 9(2)(a)	
Shayne O'Sullivan, Graduate Policy Advisor, Resource Markets Policy, MBIE	s 9(2)(a)	
Peter Brunt, Deputy Director Regulatory Systems Design, Maritime New Zealand	s 9(2)(a)	

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MARPOL ANNEX VI IMPLEMENTATION AND FUNDING

Development of new marine protection rules to implement MARPOL Annex VI

- 1 The Maritime Transport (MARPOL Annex VI) Amendment Bill (the Bill), which aligns New Zealand's domestic legislation with Annex VI of the International Convention for the Prevention of Pollution from Ships (MARPOL), is expected to receive Royal Assent mid-late October.
- 2 New marine protection rules and amendments to regulations are required to implement the new MARPOL Annex VI obligations. Public consultation on the new requirements was carried out between 7 July and 4 August 2021. The consultation sought input on how New Zealand should implement certain obligations where discretion was provided for under MARPOL Annex VI. This included the application of certain requirements to ships that only operate within New Zealand's territorial waters (domestic-only ships).
- 3 23 submissions were received with the majority (17) generally supportive of the intent of the proposed rules. Regional councils in particular were highly supportive of the proposed rules and their positive environmental impact.
- 4 There was near-unanimous support for the following proposals:
 - 4.1 Applying the Annex VI requirements preventing emissions of ozone depleting substances (ODS) from ship systems to domestic-only ships.
 - 4.2 Applying the Annex VI requirements for the operation of shipboard incinerators from the earliest installation date specified in Annex VI (1 January 2000).
 - 4.3 Introducing a mechanism for the approval of equivalent emission reduction measures that are as efficient as the Annex VI regulations. An example of a common equivalent is the use of exhaust gas cleaning systems (scrubbers) to clean exhaust from high-sulphur fuel.
 - 4.4 Establishing "backstop" provisions to prevent non-compliant ships being registered in New Zealand after commencement of the new marine protection rules.
- 5 Maritime industry stakeholders were also supportive of the rules overall but had concerns about individual requirements and how the requirements would be implemented in practice. This included:
 - 5.1 How domestic-only ships could demonstrate compliance with nitrogen oxide (NO_x) emission limits.
 - 5.2 Whether energy efficiency requirements should be applied to all New Zealand-flagged ships 400GT or above, regardless of whether they travel internationally.
 - 5.3 The need for domestic-only ships to obtain and carry a bunker delivery note and a sample of delivered fuel as evidence of compliance with Annex VI fuel quality standards.

- 5.4 Concerns that Maritime New Zealand (Maritime NZ) might use its power under the Maritime Transport Act 1994 (MTA) to direct the provision of reception facilities without first consulting with ports and waste management service providers.
 - 5.5 Need for clarity around certification requirements for domestic-only ships.
- 6 A detailed analysis of these issues and the recommended policy approach is included in Appendix 1.

Amendments to regulations to implement MARPOL Annex VI

- 7 Cabinet has agreed to amend the following regulations required to implement MARPOL Annex VI obligations:
- 7.1 Marine Protection (Offences) Regulations 1998 under the MTA.
 - 7.2 Maritime (Charges) Regulations 2014 under the MTA.
 - 7.3 Engine Fuel Specification Regulations 2011 (EFSR) under the Energy (Fuels, Levies, and References) Act 1989.
- 8 Amendments to the Marine Protection (Offences) Regulations 1998 (Offences Regulations) are necessary to support enforcement of MARPOL Annex VI obligations implemented by the marine protection rules. You previously agreed to PCO drafting amendments to these regulations based on the Ministry of Transport's (the Ministry) Penalties Framework (except for the introduction of new infringement fees). We anticipate seeking approval from the LEG committee on 18 November.

Maritime (Charges) Regulations 2014

- 9 Amendments to the Maritime (Charges) Regulations 2014 (Charges Regulations) are necessary to enable the Director of Maritime NZ to charge for work and services to support the new marine protection rules. Schedule 1 of the regulations lists the work and services for which charges are payable at an hourly rate. Regulation 4 of the regulations specifies the charges for Schedule 1 work and services (hours x \$245 = cost payable).
- 10 The following services will be added to Schedule 1 of the regulations:
- 10.1 International Energy Efficiency Certificate (IEEC).
 - 10.2 International Air Pollution Prevention Certificate (IAPPC).
 - 10.3 Engine International Air Pollution Prevention Certificate (EIAPPC).
 - 10.4 Statement of Compliance relating to fuel oil consumption to the ship (in accordance with Regulation 6 and Appendix X of Annex VI).
 - 10.5 Verification of a Ship Energy Efficiency Management Plan (SEEMP) .
- 11 These services are charged as an hourly rate (rather than a fixed fee) as the work required in each instance is likely to vary depending on the completeness and

The Bill's alignment with the Maritime Transport (Marine Protection Conventions) Order 1999

- 22 The Bill's alignment with the Maritime Transport (Marine Protection Conventions) Order 1999 Clause 18 of the Bill will add Annex VI to the Maritime Transport (Marine Protection Conventions) Order 1999 (the Order) as being a "convention" under the MTA.
- 23 The Minister of Transport authorised the Ministry to instruct PCO to draft amendments to this Order on 14 September 2021 (OC210704 refers). Amendments to this Order are required to reduce operational and other risks identified by Maritime NZ with conventions and amendments that have not yet been declared through the Order, and there is some urgency for these amendments to be made.
- 24 The way that clause 18 of the Bill is worded does not align with the way the amendments to the Order will need to be drafted, given the significant number of additional conventions and amendments required to be added to the Order. Rather than drafting an SOP to align clause 18 with the wording of the Amendment Order, PCO have suggested that the Bill be enacted first, with the Amendment Order coming into force closely following the enactment of the Bill. This is on PCO's understanding that the Minister of Transport, in collaboration and consultation with the Leader of the House, is keen to prioritise the enactment of the Bill in the next sitting block in October.

Implementation*Maritime NZ will implement most of the Annex VI requirements*

- 25 The Annex VI obligations will primarily be implemented by Maritime NZ through the Marine Protection Rules. However, there are also requirements on fuel suppliers that will be implemented by MBIE through the EFSR.
- 26 We expect all of the rules and regulations to be in place by the end of this year, enabling MFAT to deposit the instrument of accession and new requirements to come into force 3 months later (March 2022).
- 27 However, the following requirements will be phased in after the commencement date:
- 27.1 Some new Annex VI provisions, recently agreed by the International Maritime Organisation (IMO), that come into force on 1 April and 1 November 2022 (notably changes to the energy efficiency requirements).
- 27.2 To give ship operators time to prepare, the survey and certification obligations for Annex VI compliance will begin from 1 July 2022 and integrate into the existing survey schedule for each ship. As such, Annex VI compliance will be phased in across the New Zealand fleet over a 2.5 year period.
- 28 The implementation plan includes:
- 28.1 Inclusion of Annex VI requirements in the existing survey and certification schedules for New Zealand flagged commercial ships, including materials and support for surveyors.

Out of

[Redacted]

Out of Scope

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Next steps

- 41 Maritime NZ will prepare a letter of transmittal for you to approve the rules in early November.
- 42 Once the Bill has received Royal Assent, and after the associated regulations have been to the LEG committee, you can sign the new marine protection rules.

- 43 The expected timeframe is set out below. This assumes that the Bill passes through the final stages in the House in October, and that no major issues arise as a result of departmental or Ministerial consultation on the regulations. We expect to start departmental consultation shortly after you agree the recommendations in this briefing.

Stage	Expected timeframe
Committee of the Whole House and Third Reading	Week of 18 October
Royal Assent	Week of 25 October
Rules provided to office	Early November
Lodge LEG paper on Maritime Protection (Offences) Regulations 1998 and Maritime (Charges) Regulations 1994	11 November
LEG Committee approves regulations	18 November
Signing of marine protection rules	19 November
Cabinet and Executive Council approves regulations	22 November
Notification of rules and regulations in Gazette	Early December
Preparation and deposit of instrument of accession	Early December

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Appendix 1: Key issues raised in submissions on proposed Marine Protection Rules and recommended policy approach

Complying with nitrogen oxide (NO_x) emission limits

- 1 Regulation 13 of MARPOL Annex VI imposes NO_x emission limits on all marine diesel engines of greater than 130 kW output power installed on ships constructed since a specified date.¹ Limits also apply to engines on any ship that have been installed or undergone a “major conversion” since that date. This requirement applies to a large number of New Zealand ships, including quite small recreational boats.
- 2 Each engine subject to the regulation must have an “EIAPP” (Engine International Air Pollution Prevention) Certificate issued by a maritime administration or a recognised organisation. The engine must be surveyed regularly to check for ongoing compliance and to enable the periodic issue of the International Air Pollution Prevention Certificate (IAPP) for ships that travel internationally.
- 3 Maritime NZ proposed in the consultation document to exclude from these requirements engines on New Zealand-flagged domestic-operating ships constructed before 19 May 2005 or engines installed on ships before 19 May 2005. This approach is consistent with the requirements and environmental objectives of Annex VI. However, this approach would mean that ship operators with engines installed after 2005 that did not have the EIAPP certificate would need to install a compliant engine or obtain an EIAPP for an engine they had previously purchased, by the date of their next survey.
- 4 Issues raised by stakeholders included:
 - 4.1 Obtaining a new EIAPP for an existing engine installed on a ship is unworkable. The engine would have to undergo a complex testing process which would be both difficult and prohibitively expensive, with costs estimated in the tens of thousands for each engine. The only alternative under the original proposal would be engine replacement.
 - 4.2 A number of ships have land-based (automotive or stationary) engines installed that are used as generators, winches etc., and in some cases for propulsion. These engines are not eligible for an EIAPP certificate. This group of ship operators could face the cost of engine replacement even if their engine has low NO_x emissions. Similar circumstances apply to spark-ignition (petrol) engines.
 - 4.3 There will be an issue in ensuring compliance with NO_x limits by recreational ships, which are not subject to a prescribed regime of regular surveys.

Recommended approach

- 5 The Annex VI NO_x requirements apply to engines on domestic-operating ships unless “such engine is subject to an alternative NO_x control measure established by the

¹ Annex VI defines “marine diesel engine” so broadly that it applies to almost any engine using liquid fuel, regardless of whether it was originally designed for marine use or to run on diesel fuel. The definition is interpreted to cover both compression ignition engines (generally known as diesel engines) and spark ignition engines – which will cover a large number of engines on recreational craft.

Administration". This means New Zealand can allow domestic-operating ships that cannot obtain an EIAPP to use alternative means of complying with the limits and/or demonstrating compliance with the limits.

- 6 The following recommended approach is generally similar to that currently being developed by the Australian Maritime Safety Authority.
- 7 For domestic-only commercial ships:
 - 7.1 For engines that have been installed or undergone a major conversion from 19 May 2005 until the commencement of the rules, the operator will be allowed to produce alternative evidence of compliance when an EIAPP cannot be obtained. These alternative forms of documentation must demonstrate to the satisfaction of the surveyor that the NO_x limits are complied with. In addition, the operator must provide evidence that the engine and any emissions reduction equipment are correctly installed and have undergone regular maintenance as specified by the manufacturer.
 - 7.2 Engines installed or modified after the commencement of the rules must have an EIAPP. This will prevent the installation of non-compliant and second-hand engines and ensure that the New Zealand domestic fleet is evolving towards the same rigorous standards of evidence as the international fleet. The advantages of this approach are that it:
 - sets a target date for New Zealand's domestic fleet on a path to achieve the full rigour of compliance with Annex VI;
 - incentivises the replacement of old engines; and
 - addresses any perceived inequity between those that have invested in cleaner engines and those that have not.
 - 7.3 The ability to provide alternative evidence of compliance will have a sunset date 10 years after the commencement of the rules. After this date the ability to provide alternative forms of evidence is removed, and it becomes mandatory for every engine without an EIAPP to be replaced or converted so that it can receive an EIAPP. The 10-year sunset date has been selected as an interval after commencement that does not impose unreasonable costs by requiring the replacement of near-new engines.
- 8 For domestic-only recreational ships:
 - 8.1 A different approach is proposed as they are not subject to a survey and certification regime. The overall emissions risks from a lighter-touch approach for recreational ships are less than for commercial ships, as they generally run for fewer hours per year.
 - 8.2 All engines on recreational ships installed or undergoing a major conversion after the commencement of the rules must have an EIAPP.
 - 8.3 The sunset date applies - all engines must have an EIAPP within 10 years after the commencement of the rules.
 - 8.4 In order to ensure compliance, Maritime NZ will conduct an education campaign for recreational boaties and engage with marine engine suppliers on an ongoing basis to encourage them to provide good information on engine purchase and maintenance.

- 9 There will be no sunset date for certain classes of engine that are not eligible for an EIAPP, e.g. stationary engines designed for land use installed on a vessel, or spark-ignition engines. For these engines, the requirement that operators must hold evidence of compliance with a recognised international standard that is equal to or better than the Annex VI NO_x requirements will continue indefinitely.
- 10 A second round of targeted consultation was undertaken between 17 and 30 September 2021 on the proposed approach to the application of the NO_x emission limits. Overall, consultees were satisfied with the revised approach and suggested some minor refinements.

Energy efficiency (carbon intensity) requirements for domestic-operating ships

- 11 The Annex VI energy efficiency requirements are the central pillar in MARPOL to support the reduction of carbon emissions from shipping. They include:
- 11.1 Ship Energy Efficiency Management Plan (SEEMP).
 - 11.2 Energy Efficiency Design Index (EEDI): design requirements for newly-built ships, or ships that have undergone a major conversion.
 - 11.3 Energy Efficiency (Existing Ships) Index (EEXI)²: energy efficiency calculation for existing ships – these measures become more rigorous over time to encourage ongoing reduction in carbon emissions.
 - 11.4 Carbon Intensity Index (CII) measurement of operational carbon intensity and fuel use for ships 5000 GT and above.
- 12 These requirements apply to specified ships of 400GT and above that make international voyages.³ Annex VI allows Parties to exclude domestic-only ships from the requirements of Chapter 4. However, the Annex also requires Parties to ensure “that such ships are constructed and act in a manner consistent with the requirements ...so far as reasonable and practicable”. New Zealand must decide how it will meet this requirement to apply “consistent” measures.
- 13 In the consultation document, Maritime NZ proposed to apply all the applicable energy efficiency requirements to all New Zealand-flagged ships 400GT or above, regardless of whether they travel internationally. This approach ensures that New Zealand will meet its Annex VI obligations, affords the highest level of environmental protection and climate change ambition, and minimises regulatory complexity. There is also a commercial advantage to domestic operators in having an Annex VI compliant ship, for example if they want to on-sell it overseas.
- 14 The recommended approach will impose compliance costs on those New Zealand flagged ships of 400GT or more that are not already compliant with Annex VI

² EEXI and CII are new Annex VI requirements which take effect on 1 November 2022. Maritime NZ consulted on these new provisions in order to ensure stakeholders were fully informed on upcoming requirements.

³ Annex VI specifies which types of ships the EEDI, EEXI and CII requirements apply to. Some types of ship are not captured, notably fishing vessels and certain types of passenger ship. However, these latter ship types are still required to have a SEEMP.

requirements, although a variable percentage of these costs will likely be offset by fuel cost savings over time.

- 15 Maritime NZ considered other options for regulating the energy efficiency of domestic-only ships, but all other options required the creation of an alternative domestic regime, which would be resource intensive and potentially confusing for operators.
- 16 Submitters were largely supportive of the proposals, although a few submitters raised the following issues:
- 16.1 Ships need to be given more time to comply.
- 16.2 The approach proposed is unfair because it differs from the approach taken for domestic ships in Australia.
- 16.3 The Annex VI requirements are designed for international ships and not appropriate for short domestic voyages with frequent stops and starts.
- 16.4 The only option to meet the imposed EEXI requirements is to reduce fuel consumption. Slower ships may carry more cargo to compensate, negating the decarbonisation requirement and impacting on efficiency.

Recommended approach

- 17 To give ships more time to comply, Maritime NZ is proposing for all provisions (not just energy efficiency) that the first survey for compliance with the rules is the first intermediate or renewal survey on or after 1 July 2022 (1 November 2022 for EEXI and CII). These surveys take place approximately every 2.5 years. This allows some lead-in time without unduly compromising the effect of the provisions
- 18 No change is proposed to align with the Australian regime. Australian legislation incorporates the same Annex VI provisions, but Australia has not opted to apply the energy efficiency requirements to domestic-only ships at this time. Maritime NZ considers that its proposals are practicable and beneficial for the industry, and reflect New Zealand's high level of ambition in relation to reducing greenhouse gas emissions.
- 19 No change is proposed in relation to the issues raised in paragraphs 16.3 and 16.4. The EEXI is a way to reduce emissions from the shipping industry. These emissions come from domestic-only ships as well as international ones. It is likely that some domestic-only ships will perform poorly against the standards set out in the EEXI, but this will be the case for other countries as well. Applying these standards to domestic-only ships will allow us to identify those ships that are the least energy efficient so we know where to focus attention for mitigation.

Out of Scope

Out of Scope [Redacted]

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Survey and certification

30 The IAPPC (International Air Pollution Prevention Certificate) and IECC (International Energy Efficiency Certificate) are the means by which international voyaging ships demonstrate compliance with Annex VI. The consultation document proposed that an

equivalent certification regime (the NZAPPC and NZEEC) be established for domestic-only ships.

31 Submitters raised concerns about:

31.1 the additional complexity and cost of the proposed NZAPP/NZEE certificates

31.2 how issue of these certificates would align with the existing MOSS survey and certification regime for domestic-only commercial ships

31.3 wanting to ensure that domestic-only ships are not precluded from getting international certificates if appropriate.

Recommended approach

32 To reduce complexity and cost, Maritime NZ proposes to redraft the rules to:

32.1 Remove reference to NZAPP and NZEE certificates; compliance with Annex VI rules will be assured through the existing MOSS regime

32.2 Clarify that domestic-only ships of over 400GT may be issued with an IAPP or IEE certificate.

33 Implementation will include a range of initiatives to help MOSS surveyors develop capability in surveying for Annex VI compliance.

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23 March 2023

Document 29
OC230193

Hon Kiri Allan
Associate Minister of Transport

cc Hon Michael Wood

Minister of Transport

SUSTAINABLE AVIATION AOTEAROA 2023

Snapshot

- At the officials' meeting on 14 March 2023, you agreed to host the upcoming second quarterly Sustainable Aviation Aotearoa (SAA) hui at Parliament on 4 April 2023 and provide opening remarks. You also requested a package of background reading. This briefing provides:
 - Relevant context about SAA and an outline of Te Manatū Waka's proposed approach to the group in 2023 (main briefing)
 - Speaking notes for your opening remarks (Annex 1)
 - A draft agenda for the meeting and list of members of the SAA leadership body (Annex 2)
 - Background reading as requested (Annex 3)
- The establishment of SAA (a public-private leadership body to decarbonise aviation) is an Emissions Reduction Plan (ERP) action and a cornerstone of the Ministry's sustainable aviation work.
- Your presence at the first hui of 2023 will emphasise the importance of the group to the Government and help to set the tone for the year ahead. Please see Annex 1 for suggested speaking notes.
- You are not expected to attend SAA hui on a regular basis, but we think meeting the group soon after your appointment as Associate Minister is a good opportunity to for you to meet key representatives of the aviation industry and familiarise yourself with some of the key challenges and opportunities with aviation decarbonisation. You are however welcome to attend the group's future meetings at any time.
- In future, we will update you about the work of SAA via the weekly report or in longer briefings as necessary.

SAA Meeting, 4 April 2023

Time and date	9.00am-11.00am, 4 April 2023	
Venue	Ministerial Meeting Room 2.1, level 2, Executive Wing, the Beehive	
Attendees	20-30 Chief Executive or Deputy Chief Executive-level representatives from the aviation sector are expected to attend. See Annex 2 for full member list (noting that attendance is still TBC)	
Officials attending	Audrey Sonerson, Chief Executive, Te Manatū Waka Bryn Gandy, Deputy Chief Executive, Te Manatū Waka Holly Walker, Manager, Environment and Emissions Strategy, Te Manatū Waka Alessandro Aduso, Principal Advisor, International, Te Manatū Waka Lucy Patterson, Advisor, Environment and Emissions Strategy, Te Manatū Waka Relevant MBIE officials may also attend (TBC)	
Run sheet	9.00am	Tea and coffee
	9.10am	Meeting commences – Welcome and opening karakia from Audrey Sonerson, Secretary of Transport
	9.15am	Proposed focus for SAA in 2023/24
	9.30am	Opening remarks from Minister
Media	At this stage we do not plan to invite media. A press release may be issued follow the meeting if there is substantive progress to report.	
Speaking notes	See Annex 1	

Contacts

Name	Telephone	First contact
Holly Walker, Manager, Environment and Emissions Strategy	s 9(2)(a)	✓
Lucy Patterson, Advisor, Environment and Emissions Strategy		

SUSTAINABLE AVIATION AOTEAROA 2023

Context

- 1 In November 2022, Te Manatū Waka (the Ministry) convened the inaugural SAA hui. Ministers McAnulty (your predecessor) and Verrall (Research, Science, and Innovation) attended, along with airline, airport and pilots' association executives and relevant officials. Minister Woods (Energy and Resources) was to attend but gave apologies due to another commitment.
- 2 The inaugural SAA hui focused on introductions, reaching agreement on the Terms of Reference (ToR) for the group, agreeing on the establishment and focus areas for three working groups, and suggestions for additional membership.
- 1 The following three working groups were agreed upon at the first SAA meeting:
 - Sustainable Aviation Fuel (SAF), with a particular focus on exploring the policy settings for a SAF mandate, cost, importation, and production
 - Zero-Emissions Aviation, including hydrogen and electric aircraft and its enabling infrastructure
 - Strategic policy, which will consider the ERP action to establish domestic emissions reductions targets, update the New Zealand State Action Plan for aviation, and assist the CCC with their consideration of including international aviation emissions within our domestic targets.
- 3 According to the ToR, SAA meetings will occur quarterly. The second meeting was due to be held in February 2023 but was postponed while we awaited clarity on Ministerial delegations.
- 4 Since the inaugural hui, we have continued regular informal discussions with members of the group, including Air New Zealand who are strong advocates of sustainable aviation and supportive of SAA, and with our counterparts at MBIE.
- 5 Two new SAA members have been added since the first meeting: Airways and Airbus. We have also extended an invitation to Boeing but are yet to receive confirmation of whether or not they will take this up.

Relationship of SAA to the ERP and our international obligations

- 6 The first Emissions Reduction Plan (ERP) established three key actions for decarbonising aviation:
 - Establish a public-private leadership body focused on decarbonising aviation, including operational efficiencies, infrastructure improvements, and frameworks to encourage research, development and innovation in sustainable aviation (this has now been actioned with the establishment of SAA).

- Develop and set specific targets for decarbonising domestic aviation in line with our 2050 targets.
 - Implement a SAF mandate.
- 7 New Zealand is also a member state of the International Civil Aviation Organisation (ICAO), which has had an increasing focus on aviation decarbonisation in recent years.
- 8 ICAO member states are invited to submit State Action Plans (SAPs) and update them every three years. SAPs are designed to help Member States establish a long-term strategy on climate change for the international aviation sector, involving all interested parties at national level.
- 9 ICAO encourages these parties to work together to define a quantified baseline scenario, select appropriate emissions mitigation measures, and calculate the expected results of implementing those measures.
- 10 New Zealand submitted its first SAP in 2016. We are currently overdue to provide an updated version.
- 11 In line with ICAO's guidance to Member States to work with aviation stakeholders to progress decarbonisation, officials plan to propose at the 4 April meeting that SAA focuses its 2023 agenda on developing and agreeing content for New Zealand's next ICAO SAP, with each of the three proposed SAA working groups contributing to relevant sections.
- 2 Making the SAP the focal point for SAA in 2023 serves multiple functions:
- Advancing all the aviation actions in the ERP
 - Developing an evidence base and supporting material to inform the Climate Change Commission's upcoming advice on whether to include international aviation emissions in our domestic emissions budgets
 - Flagging potential emerging challenges and opportunities with aviation decarbonisation, including tourism and trade implications.
 - Enhancing New Zealand's international reputation as a high-ambition country in the aviation decarbonisation space (since the SAP is an internationally recognised document and 136 states are members of ICAO).
 - Ensuring key parties are involved in framing up a plan that will have strategic importance to both the aviation sector and government for at least three years
 - Building a strong case for the critical role of aviation from an "NZ Inc" perspective i.e., not only as a standalone sector but highlighting its vital role as a facilitator and connector for trade and the tourism sector for a small, remote country like ours.
- 3 We discussed this proposal with officials from MBIE's Innovative Partnerships team as well as with Air New Zealand. Both are both strongly supportive.

- 4 As part of that conversation, Air New Zealand raised the importance of linking the work of SAA with broader policy programmes such as feeding outputs from the SAP into the second Emissions Reduction Plan (2026 – 2030) and other related policy decisions. We agree that this will be important.

To get work on the SAP underway, we propose establishing the SAA working groups late April/early May

- 5 Standing up the three working groups could involve asking for nominees from the core leadership body at the upcoming hui. We want to clearly articulate the need for dedicated resource to these working groups, so membership will likely be conditional based on a certain level of compulsory attendance across the year.

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ANNEX 1: Speaking Notes

SUSTAINABLE AVIATION AOTEAROA HUI APRIL 4 2023

Welcome

- Greet all attendees as appropriate.
- I am thrilled to be here today to open the first Sustainable Aviation Aotearoa hui of 2023.

Aviation plays a critical role in connecting Aotearoa both inter-regionally and across the globe

- As a country, we rely on aviation as an enabler of:
 - timely carriage of our high-value goods to access key markets and contribute sizeably to our GDP, carrying about 16 percent of our exports and 22 percent of our imports by dollar value
 - travel, whether for leisure/tourism, business or to connect whanau across the country and the world.
- Due to our relative isolation as a country, aviation plays a particularly critical and irreplaceable role in the transport system and will continue to for many years to come.

We know that there are rising global and local pressures that present both significant challenges, but also great opportunities for improving the way we approach aviation in Aotearoa

- The impacts of climate change are already very real, as evidenced by the recent historic weather events in Aotearoa.
- Such events demand a kind of resilience and tenacity at a scale that we have rarely seen but will increasingly witness in the coming years.
- I want to acknowledge the incredible mahi of yourselves and your organisations during what was a hugely challenging and unprecedented time.
- Even through such events, there is a dedication to upholding high standards across the sector, and mucking in when needed, and I see this translating into passion and commitment towards climate action.

Decarbonising aviation is key to ensuring Aotearoa continues to have access to the world for years to come

- Last year, New Zealand successfully pushed for the 41st ICAO Assembly to adopt a long-term global aspirational goal for international aviation of net-zero carbon emissions by 2050 in support of the UNFCCC Paris Agreement's temperature goal.

Reflective of the need to take this journey together, some of you were in Montreal to witness this historic agreement.

- Within the SAA group, we are not short on ambition.
 - For example, Air New Zealand has set a 2030 interim science-based target, validated by the Science Based Targets initiative, to reduce carbon intensity by 28.9% by 2030, from a 2019 baseline.
 - Air NZ and Qantas both have an ambitious and major goal of reaching 10% SAF use by 2030. I was pleased to hear that, to his end, Air NZ procured its first SAF shipment last year.
- However, ambition alone will not carry us. I can't understate the importance of collaboration to deliver. No one of us can go it alone. We need to pull our sleeves up and work together now to make net zero a reality.

Final thoughts

- The challenges ahead are daunting, but I am encouraged by the collaborative approach SAA endeavours to take.
- I thank my fellow Ministers, Hon Drs, Woods and Verrall for jointly sponsoring this important work and reminding us that this is not just about aviation, but about how it fits into the broader New Zealand and global context.
- And I thank you all for showing up and playing your part.
- Thank and conclude remarks as appropriate.

ENDS

ANNEX 2: Draft agenda – SAA April hui

9.00am-11.00am, Tuesday 4 April 2023

Ministerial Meeting Room 2.1, Level 2, Executive Wing (the Beehive) or via Zoom

Time	Item	Lead
9:00am	1	Tea and coffee
9:10am	2	Meeting begins – Welcome and opening karakia
9:15am	3	Proposed focus for SAA in 2023/24 - ICAO State Action Plan
9:30am-9:35am	4	Opening remarks from Hon Kiritapu Allan
9:35am	5	Feedback on working groups <ul style="list-style-type: none">• Working group terms of reference<ul style="list-style-type: none">○ Scope○ Frequency of meeting○ Membership:<ul style="list-style-type: none">▪ Criteria▪ Nominations▪ Size• Phasing
10:20am	6	Morning tea
10:30am	7	General discussion/updates/any other business
10:50am	8	Final comments and next steps
10:55am	9	Closing karakia
11:00am	10	Meeting concludes

Attendees

TBC

Full list of SAA leadership body members:

Name	Title	Organisation
Bryn Gandy (Chair)	DCE	Te Manatū Waka
<i>Airlines</i>		
Andrew Crawford	CEO	Sounds Air
Andrew David	CEO	Qantas
Kiri Hannifin	Chief Sustainability Officer	Air New Zealand
Niels Meinderts	Regulatory Affair Manager	Air New Zealand
Rhyan Wardman	Chair and Director	Sounds Air
<i>Airports</i>		
Andrea Marshall (stand-in)	Head of Master planning	Auckland Airport
Billie Moore	Chief Executive	New Zealand Airports Association
Carrie Hurihanganui	Chief Executive	Auckland Airport
Claire Waghorn	Sustainability Transition Leader	Christchurch Airport
Clodagh O'Connor-McKenna (stand-in)	Government Relations Manager	Auckland Airport
Jenna Raeburn	General Manager	Wellington Airport
Malcolm Johns	CEO	Christchurch Airport
Mark Thompson	CEO	Nelson Airport
Steve Riden	Sector Development Manager and Decarbonisation Lead	NZ Airports Association
<i>Air navigation service provider</i>		
James Young	Chief Executive	Airways
Jamie Gray	Manager Deputy Chief Executive	Airways
<i>Pilots</i>		
Andrew Ridling	CEO	New Zealand Pilots Association
Lisa-Marie Richardson	Government, Regulatory and Public Affairs	New Zealand Air Line Pilots' Association
<i>Manufacturers</i>		
Mark Rocket	CEO	Kea Aerospace
Stephen Forshaw	Chief Representative of Australia, New Zealand and the Pacific	Airbus
<i>Māori/Iwi</i>		

Name	Title	Organisation
Ben Bateman	Chief Operating Officer	Te Rūnanga o Ngāi Tahu
Parekawhia McLean	Representative, Director	Waikato-Tainui, Transpower
<i>Government/Crown entities</i>		
Audrey Sonerson	Chief Executive	Te Manatū Waka
Keith Manch	CEO	Civil Aviation Authority
Leah Murphy	Principal Adviser	Ministry of Business, Innovation and Employment
Lisa Daniell (stand-in)	Executive Director	Climate Change Chief Executives Board
Peter Bartlett	Director - Sector Engagement, Energy and Resource Markets	Ministry of Business, Innovation and Employment
Vicky Robertson	CEO	Ministry for the Environment

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ANNEX 3: Background information

Sustainable Aviation Aotearoa (SAA) gives effect to an action in the Emissions Reduction Plan (ERP)

SAA heeds the ERP action to establish a public-private leadership body focused on decarbonising aviation

- 1 Establishing a public-private leadership body "focused on decarbonising aviation, including operational efficiencies, infrastructure improvements and frameworks to encourage research, development and innovation in sustainable aviation", was included in the ERP under Action 10.3.3.
- 2 The ERP also includes actions to implement a sustainable aviation fuel (SAF) mandate, and to set domestic emissions reductions targets for aviation. The Climate Change Commission (CCC) is to review the inclusion of international aviation emissions in our domestic targets by 2024, as directed by the Climate Change Response Act 2002. It will be important to work with industry on these actions.
- 3 The SAA leadership body comprises Chief Executive or Deputy Chief Executive-level representatives to provide governance and strategic direction, and influence actions within their own organisation.
- 4 Acknowledging the energy sector implications of sustainable aviation, and significant need for technological and innovative advancements, SAA is jointly endorsed by the Associate Minister of Transport, Minister of Research, Science and Innovation, and the Minister for Energy.
- 5 See Annex 2 for a list of current members.

SAA: Roles and responsibilities

<p>Sponsoring Ministers</p> <p>Associate Minister of Transport, Minister of Energy and Resources, Minister for Research, Science and Innovation Role: to champion SAA and attend leadership body hui for key milestones or items where necessary Ministers can commission specific advice from officials and ask that it is considered by the SAA.</p>
<p>Leadership Body</p> <p>Chief Executive and Deputy Chief Executive level members from aviation sector, iwi and government agencies Role: meet quarterly with the aim to identify cross-government work on aviation to avoid duplication, create synergies, and make better use of limited resources</p>
<p>Working Groups (to be established)</p> <p>Subject matter experts from industry and agencies Role: meet more frequently than the leadership body and draft papers to feed up to the leadership body</p>

SAA provides advice on the government and the sector's ambitions for low-and zero-emission aviation

- 6 SAA aims to identify cross-government work on aviation to avoid duplication, create synergies, and make better use of limited resources. In part, this will be achieved through SAA establishing working groups to accelerate progress on decarbonising Aotearoa's aviation sector.
- 7 The leadership body does not have any decision-making powers; these lie with the SAA sponsoring Ministers as relevant to their respective portfolio responsibilities. The core body is a policy reference group that reports to officials, who then pass on information or recommendations to Ministers as needed.
- 8 The Ministry Deputy Chief Executive Bryn Gandy chairs the SAA Leadership Body, which convenes quarterly.
- 9 At the inaugural SAA hui in November 2022, the following three working groups were agreed upon:
 - SAF, with a particular focus on exploring a SAF mandate, cost, importation, and production
 - Zero-Emissions Aviation, including hydrogen and electric aircraft and its enabling infrastructure
 - Strategic policy, which will consider the ERP action to establish domestic emissions reductions targets, update the New Zealand State Action Plan for aviation, and assist the CCC with their consideration of including international aviation emissions within our domestic targets.
- 10 More broadly, SAA links to the ambitions outlined in the draft national aerospace strategy. In September 2022, your predecessor, Minister McAnulty jointly released consultation document on a national aerospace strategy with the Minister for Economic and Regional Development and the Minister for Research, Science and Innovation. Goal one of that strategy is to “build a sustainable air passenger journey” by 2030.

Despite SAA's relative infancy, there is already significant buy-in from key agencies and industry players

- 11 In establishing SAA, the Ministry considered what options were available in consultation with the Ministry for Business, Innovation and Employment (MBIE) and Air New Zealand - who advocated for the establishment of the SAA and provided proposals to Ministers and officials.
- 12 Air New Zealand has expressed and reiterated support of the SAA initiative. They see SAA as playing a critical role in breaking down silos, both at the interagency level, but also between industry players, and government.
- 13 Since the inaugural hui, Airways and Airbus contacted the Ministry under their own volition to request membership in the SAA leadership body.

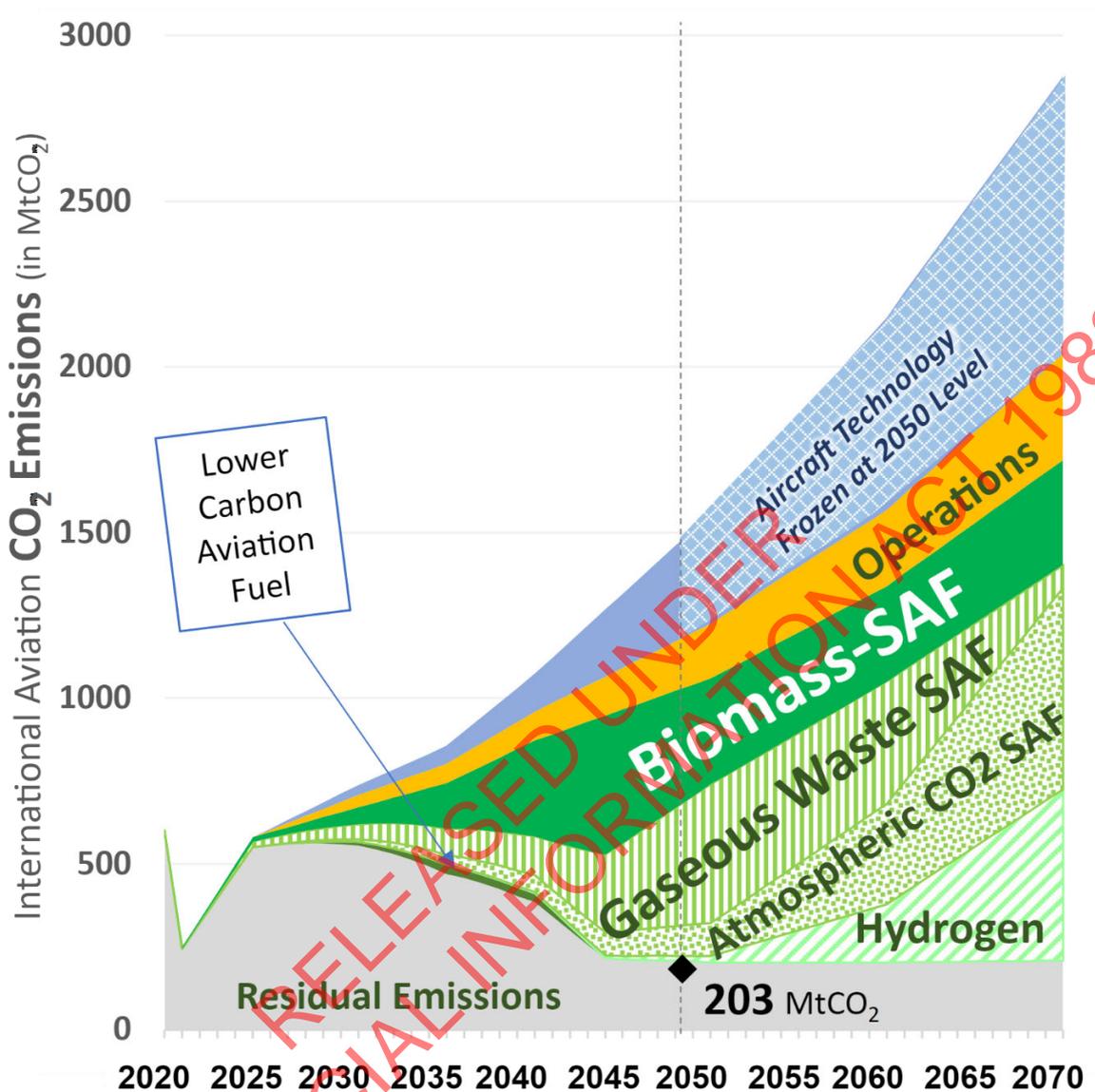
Internationally, there are other examples of Government led sustainable aviation groups

- 14 New Zealand aviation industry participants regularly refer to international examples of successful, private-public aviation decarbonisation partnerships, which the New Zealand SAA can learn from. These are listed below, for your reference:
- United Kingdom's Jet Zero Council is a forum bringing together government, industry, and academia to speed up the aviation green transition. The Council was established in 2020, to work with the aviation industry towards achieving net zero in aviation and developing sustainable aviation fuels (SAF) facilities in the UK.
 - Singapore's International Advisory Panel (IAP) on a Sustainable Air Hub was formed in February 2022 and brings together industry, technology, and knowledge partners from Singapore and around the world to discuss how international aviation can be made more sustainable and accessible for all, and how Singapore can contribute to this international effort.
 - Australia's Jet Zero-style Council is part of the Federal Government's efforts to collaborate with the industry to achieve a sustainable aviation sector that supports emission reduction targets en-route to net zero by 2050. In February 2023, representatives from various sectors of the aviation industry attended an Industry Roundtable, to discuss the establishment and objectives of the Council.

Key international aviation trends and emerging issues

- 15 Aviation accounts for over 2 percent of global energy-related CO2 emissions, having grown faster in recent decades than road, rail, or shipping.
- 16 Over the next 20-30 years, interim solutions are needed until more advanced technologies (such as hydrogen aircraft - that are truly net-zero), have reached maturation, if we are to reach to net-zero aviation by 2050.
- 17 ICAO outlines a basket of measures necessary to decarbonise aviation:
- Aircraft technologies
 - Operational improvements
 - Sustainable aviation fuels
 - Carbon offsetting

18 The following ICAO chart depicts the relative makeup and phasing of decarbonisation measures:



19 The chart highlights sustainable aviation fuel (SAF) as the most viable solution for long haul aviation for the next 20-30 years. However, there are significant challenges with the procurement, production, and cost of SAF, as demand grossly outstrips supply.

- From the perspective of the purchaser (i.e., airlines such as Air New Zealand) SAF poses sizeable operational costs, with estimates putting SAF at anywhere between 2-10 times the cost of existing jet fuel.
- Beyond pricing issues, there are other broader considerations regarding the sustainability and ethics behind the different feedstocks.

20 Another interim decarbonisation measure is the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA). CORSIA complements the other elements of the basket of measures by offsetting the amount of CO₂ emissions that cannot be reduced through technological improvements, operational improvements, and sustainable aviation fuels with emissions units from the carbon market.

- 21 With current understanding of technology, electric aircraft may only be able service short-haul flights and hydrogen aircraft (for longer distances) are unlikely to be viable until the second half of the century. However, in Aotearoa, Air New Zealand is investigating hydrogen and electric aircraft options for short-haul flights on their journey to start replacing their short-haul fleet by 2035.
- 22 Given New Zealand's relative isolation, and currently limited scope to produce commercial quantities of SAF or develop electric/hydrogen aircraft, working with our international counterparts is critical to reaching our net-zero ambitions.

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24 March 2023

Document 30
OC230179

Hon Michael Wood
Minister of Transport

Action required by:
Friday, 31 March 2023

**OFFICIAL INFORMATION ACT REQUEST FROM s 9(2)(a) REGARDING
RANDOM ROADSIDE DRUG TESTING**

Purpose

Seek your agreement to the proposed response to an Official Information Act 1982 request.

Name of Requester	s 9(2)(a)
Request	<i>“all communications (whether that be via written communications, emails, text messages, or any other form of electronic communication) that Minister Michael Wood received that included any advice on random roadside drug testing, specifically the rollout of random roadside drug testing, within the past 12 months”</i>
Statutory deadline	Monday, 3 April 2023
Risks	No risks were identified. Much of the information proposed for release is publicly available.

Recommendations

We recommend you:

- 1 **consider** the proposed response to the request under the Official Information Act 1982
- 2 **sign** the attached letter to s 9(2)(a) Yes / No

Helen White
Manager, Mobility and Safety

24 / 03 / 2023

Hon Michael Wood
Minister of Transport

..... / /

Minister's office to complete:

Approved

Declined

Seen by Minister

Not seen by Minister

Overtaken by events

Comments

Contacts

Name	Telephone	First contact
Helen White, Manager, Mobility and Safety	s 9(2)(a)	✓
Holly Jameson, Graduate Adviser, Mobility and Safety		

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OFFICIAL INFORMATION ACT REQUEST FROM [REDACTED] REGARDING RANDOM ROADSIDE DRUG TESTING

The requester has asked for all communications received by the Minister that include advice on random roadside drug testing

- 1 **Table 1** below sets out the documents that fall in the scope of request and our proposed response. There are 8 documents in scope of the request.
- 2 The documents show advice provided to you about random roadside drug testing. They outline progress towards implementing roadside oral fluid testing, Road to Zero program progress and statistics, and public relations decisions on drug driving communication.
- 3 As indicated in **Table 1** below, we propose withholding document 1 and 2 in their entirety under section 9(2)(f)(iv) - active consideration. The briefings discuss the outcomes of the Police device procurement process and Crown Law advice which are still being considered by Ministers and Cabinet. Document 1 also contains legal advice from the Crown Law Office, which we suggest is withheld under section 9(2)(h) – legal privilege.
- 4 Document 3 and content relevant to document 5 have already been released. Therefore, we propose to refuse that part of the request under s18(d), as the information is publicly available.
- 5 We also propose withholding information in document 5 under section 9(2)(f)(iv) – the information is under active consideration. The information withheld concerns policy options for consideration on the future of the drug driving regime.
- 6 We propose withholding information in document 9 under section 9(2)(g)(i) – to maintain the effective conduct of public affairs through the free and frank expression of opinions. s 9(2)(g)(i) [REDACTED]

Risks

- 7 We have identified no risks for this release. Most of the released information is public knowledge.

Consultation

- 8 NZ Police have been consulted on the release of documents 1 and 2. They requested that these documents be withheld in full as the contents remain under active consideration.
- 9 The following agencies were consulted on the proposed response for document 4: NZ Police, Waka Kotahi, ACC, WorkSafe, and Road to Zero Director Bryan Sherritt. These agencies have confirmed their support for the release of this document.

Table 1 – documents in scope

	Document	Description of information withheld	Previously released?
1	Briefing – OC221027 / BR/23/14 – Advice on Next Steps Following Police Procurement Process for Oral Fluid Testing Devices	Withhold in full under section 9(2)(f)(iv) and section 9(2)(h). Includes advice following the Police device procurement process and Crown Law advice which are currently being considered by Ministers.	No
2	Briefing – BR/22/107CH – Oral Fluid Testing Procurement Process Findings: Policy and Implementation Implications	Withhold in full under section 9(2)(f)(iv). Concerns the Police device procurement process and information currently being considered by Ministers.	No
3	Report – Public Attitudes to Road Safety 2021	Refuse under section 18(d) – the information requested is publicly available.	Yes
4	PowerPoint presentation excerpt – Road to Zero Ministerial Oversight Group Quarterly Progress Report for January to March 2022	Release an excerpt of in-scope material. Contains a progress update for the implementation of oral fluid testing.	Yes
5	Excerpts - Weekly Report entries	Withhold some sections under section 9(2)(f)(iv) – under active consideration. Withhold some entries in full under section 18(d) – soon to be publicly available. Weekly report entries for January to March 2023 are being proactively released.	No
6	Email – response to NZ Drug Foundation comment	Withhold some material under section 9(2)(g)(i) – free and frank expression and section 9(2)(a) – personal information. s 9(2)(g)(i) 	No
7	Email – drug driving public relations statement	Release in full.	No
8	Email – letter from Hon Chris Hipkins	Release email in full but withhold attached document.	No

28 March 2023

OC230192

Hon Michael Wood
Minister of Transport

 Action required by:
 Wednesday, 5 April 2023

**OFFICIAL INFORMATION ACT REQUEST FROM s 9(2)(a) [REDACTED]
 REGARDING CORRESPONDENCE WITH LOCAL COUNCILS
 RELATING TO THE GOVERNMENT POLICY STATEMENT 2024**
Purpose

Seek your agreement to the proposed response to an Official Information Act 1982 request.

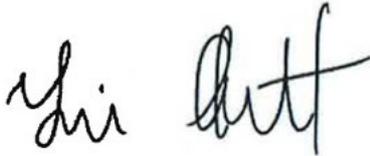
Name of Requester	s 9(2)(a) [REDACTED]
Request	<i>"Under the Official Information Act 1982, I wish to seek all correspondence that the Minister for Transport has sent to, and/or received from, local councils, regarding the Government Policy Statement 2024 which is currently being developed."</i>
Statutory deadline	Wednesday, 5 April 2023
Risks	<p>The requester may be unsatisfied with the response as there is no information being released</p> <p>There may be risk of media interest in this OIA due to the recent media interest in the GPS 2024.</p> <p>There may be a risk that the requestor believes the Minister is not considering regional views around the GPS.</p>

Recommendations

We recommend you:

1 **consider** the proposed response to the request under the Official Information Act 1982

2 **sign** the attached letter to s 9(2)(a) Yes / No



Tim Herbert
Manager, Investment

.....27/03/ ...23.

Hon Michael Wood
Minister of Transport

..... / /

- Minister's office to complete:
- Approved
 - Declined
 - Seen by Minister
 - Not seen by Minister
 - Overtaken by events

Comments

Contacts

Name	Telephone	First contact
Tim Herbert, Manager, Investment	s 9(2)(a)	✓
Ella Steele, Advisor, Investment		

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**OFFICIAL INFORMATION ACT REQUEST FROM s 9(2)(a) [REDACTED]
REGARDING CORRESPONDENCE WITH LOCAL COUNCILS
RELATING TO THE GOVERNMENT POLICY STATEMENT 2024**

No documents fall within the scope of the request

2 You received the following request:

2.1 *“Under the Official Information Act 1982, I wish to seek all correspondence that the Minister for Transport has sent to, and/or received from, local councils, regarding the Government Policy Statement 2024 which is currently being developed.”*

3 Your office has been unable to find any correspondence that the Minister for Transport has sent to, and/or received from, local councils, regarding the Government Policy Statement 2024.

4 Therefore, the Ministry is recommending the request is refused under section 18(e), that the document alleged to contain the information requested does not exist or, despite reasonable efforts to locate it, cannot be found.

Risks

5 The requester may be unsatisfied with the response as there is no information being released.

6 There may be risk of media interest in this OIA due to the recent media interest in GPS 2024.

7 There may be a risk that the requestor believes the Minister is not considering regional views around the GPS.

Consultation

8 We have contacted the Ministers' Office who were satisfied that there was no material in-scope for this request.

Joint Report: New Zealand Upgrade Programme: Overarching Advice

Date:	30 March 20223	Report No:	T2022/2686
			OC221070
		File Number:	SH-8-0-7

Action sought

	Action sought	Deadline
Hon Grant Robertson Minister of Finance	<p>Note this briefing has been updated and supersedes previous advice to account for decisions made by Cabinet (DEV-22-MIN-0296 refers) as well as jointly by Ministers (OC230081/ T2022/2785 refers)</p> <p>Agree to progress remaining projects in delivery within a fixed funding envelope</p>	3 April 2023
Hon Michael Wood Minister of Transport	<p>Note that the proposed approach will require delivery agencies to reduce scope and outcomes on some projects or reprioritise funding across projects in or near delivery</p> <p>Agree to empower delivery agencies to make decisions on scope and outcomes trade-offs across projects to enable them to manage within the approved funding envelopes</p>	

Contact for telephone discussion (if required)

Name	Position	Telephone	Mobile	1st Contact
Mark Hodge	Senior Analyst, National Infrastructure Unit, Treasury	N/A	s 9(2)(a)	✓
David Taylor	Manager, National Infrastructure Unit, Treasury	N/A		
Andrew Hicks	Principal Advisor, Programme Assurance and Commercial	N/A		✓
James O'Donnell	Acting Manager, Programme Assurance and Commercial	N/A		

Minister's Office actions (if required)

Return the signed report to the Treasury, Ministry of Transport, Waka Kotahi NZTA, and KiwiRail

Enclosure: No

Executive Summary

This briefing has been updated to reflect decisions made by Cabinet [DEV-22-MIN-0296 refers] and jointly by the Ministers of Finance and Transport (OC230081 / T2022/2785 refers) subsequent to the previous version of this briefing being provided to you. Those decisions mean your agreement to some of the recommendations in the previous version of this briefing are no longer required. Those recommendations have been removed. The remaining considerations and recommendations remain relevant.

This briefing proposes a revised approach to the New Zealand Upgrade Programme (NZUP) that:

- focuses the remainder of the programme on delivering the projects within a fixed funding constraint ^{s 9(2)(f)(iv)}, noting that in doing so there is likely to be a reduction in outcomes on some projects or across the programme;
- gives delivery agencies increased flexibility to develop options to focus on cost risk across the programme, including reducing the scope to fit within the funding envelope(s), subject to advising you on the scope and outcomes that would not be delivered.

^{s 9(2)(f)(iv)}

The P95 cost estimate as at 8 December 2022 for the entire programme was ^{s 9(2)(f)(iv)} relates to four large projects still in the early stages of development: Otaki to North of Levin, South Auckland Package, Whangārei to Port Marsden, and Marsden Point Rail Link. These projects are in the early stages, the scale of the estimated funding shortfall of these projects is ^{s 9(2)(f)(iv)}, and there remains a significant risk that the cost of these projects will increase. In February (OC230081 / T2022/2785 refers), you:

^{s 9(2)(f)(iv), s 9(2)(j)}

The total approved funding for NZUP less those four projects is ^{s 9(2)(f)(iv)}

^{s 9(2)(f)(iv)}

s 9(2)(f)(iv)

We consider that the current approved funding and the approach above should be sufficient to ensure the continued delivery of most of the NZUP outcomes, less those four projects deferred to Budget 2023. s 9(2)(f)(iv)

he current environment also remains volatile, and unknown risks may materialise, so the above approach does not provide absolute certainty that costs will remain within the funding envelope.

In the first instance, we expect that delivery agencies exercise their judgement to manage the projects within the approved funding envelopes. We consider that this puts the incentives correctly on the delivery agencies to maximise the project's outcomes within the funding constraint. We note that delivery agencies are not expected to take on the risk of having to fund projects beyond the approved funding envelopes; however, the expectation is that they will take appropriate risk-based action to manage the projects within the approved funding envelope.

Delivery agency judgements may involve managing scope or, where appropriate, reprioritising underspends from other projects. We recognise this means delivery agencies may need to develop options and make decisions that decrease the outcomes achieved by NZUP (such as by managing scope) to ensure projects are delivered within the approved funding envelope(s) wherever possible.

This is a shift from the existing arrangements, reflecting that the context has changed since NZUP was initiated in 2020. The proposed approach means a shift away from Ministers having levers to make detailed calls on scope and outcomes for those projects in or near delivery and better-enabling delivery agencies to ensure there is confidence in delivery and taking a risk-based approach to managing cost.

We, therefore, recommend you endorse delivery agencies to develop options that are 'affordable' within the funding envelope, including reducing and scaling the scope and outcomes of projects or across the programme, subject to advising you of the affordable option and the scope and outcomes that would not be delivered. **To enable them to make these decisions, we consider that it is necessary to update the delegation letters.** The delegation letters will take time to work through to ensure that the respective Boards have confidence in the implications of this shift in arrangements. If you are comfortable with the proposed approach, we will prepare an interim letter to provide clarity of the above expectations and acknowledge the implications and next steps for decisions for the programme.

The table below summarises the change at the programme level, with the project-by-project information provided in **Annex One**:

s 9(2)(f)(iv)

Recommended Action

We recommend that you:

1. **note** that this briefing supersedes the previous version submitted to your office in December 2022 to account for decisions made by Cabinet [DEV-22-MIN-0296 refers] and jointly by Ministers (OC230081 / T2022/2785 refers);

2. **s 9(2)(f)(iv)** [Redacted]

3. **note** that the Minister of Finance and the Minister of Transport (OC230081 / T2022/2785 refers):

s 9(2)(f)(iv), s 9(2)(j) [Redacted]

4. **note** that **s 9(2)(b)(ii)** of funding previously allocated to Northern Pathway has now been reprioritised towards other projects [DEV-22-MIN-0297 refers]:

Project	Approved Amount (\$m)
Eastern Busway	200
Ashburton Freight Hub	2.5
Community Connect	1.5
s 9(2)(j)	
Christchurch Public Transport Futures	78
Northern Pathway Close Down	51
Melling	312
General Cost Escalation	60
Total	s 9(2)(b)(ii)

Remaining projects in delivery should be prioritised

5. **s 9(2)(f)(iv)** [Redacted]

6. **note** that the funding agreed on 12 December 2022 [DEV-22-MIN-0296 refers] is anticipated to be sufficient to deliver NZUP (with the exception of O2NL, MPRL, W2PM, and the SAP), noting that outcome and scope choices will need to be made to ensure that the delivery agencies can remain within approved funding, including on KiwiRail’s Wellington Rail projects;

7. **note** that funding for components of the Wellington Rail projects can be considered in Budget 2023 alongside the Lower North Island Rail Integrated Mobility project due to their interdependencies;

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- 8. **note** that the SH1/29 and the Papakura to Drury projects are currently funded below the P50 estimates, meaning there is a greater risk that the costs overrun the approved funding for these projects, than the other projects;
- 9. **agree** that delivery agencies should prioritise delivering the following projects in or near delivery within the following “Approved Amounts”, noting that in doing so, the agencies may need to make scope and scaling decisions to manage within means:

Agency	Project
Waka Kotahi	SH58
Waka Kotahi	SH1/29
Waka Kotahi	Takitimu North Link Stage 1
Waka Kotahi	Takitimu North Link Stage 2
Waka Kotahi	Papakura to Drury
Waka Kotahi	Penlink
Waka Kotahi	Melling
Waka Kotahi Total	
KiwiRail	Wiri to Quay Park
KiwiRail	Papakura to Pukekohe Electrification
KiwiRail	Wellington Railway Station Safety
KiwiRail	Wairarapa Rail Upgrades
KiwiRail	Capital Connection Rolling Stock
KiwiRail	Otiria to Whangarei
KiwiRail Total	
Total	

Agree / Disagree
Minister of Finance

Agree / Disagree
Minister of Transport

- 10. **agree** that if materialising risks bring costs for any projects higher than the “Approved Amount”, Waka Kotahi and KiwiRail should manage these costs across the programme and within the total approved funding wherever possible;

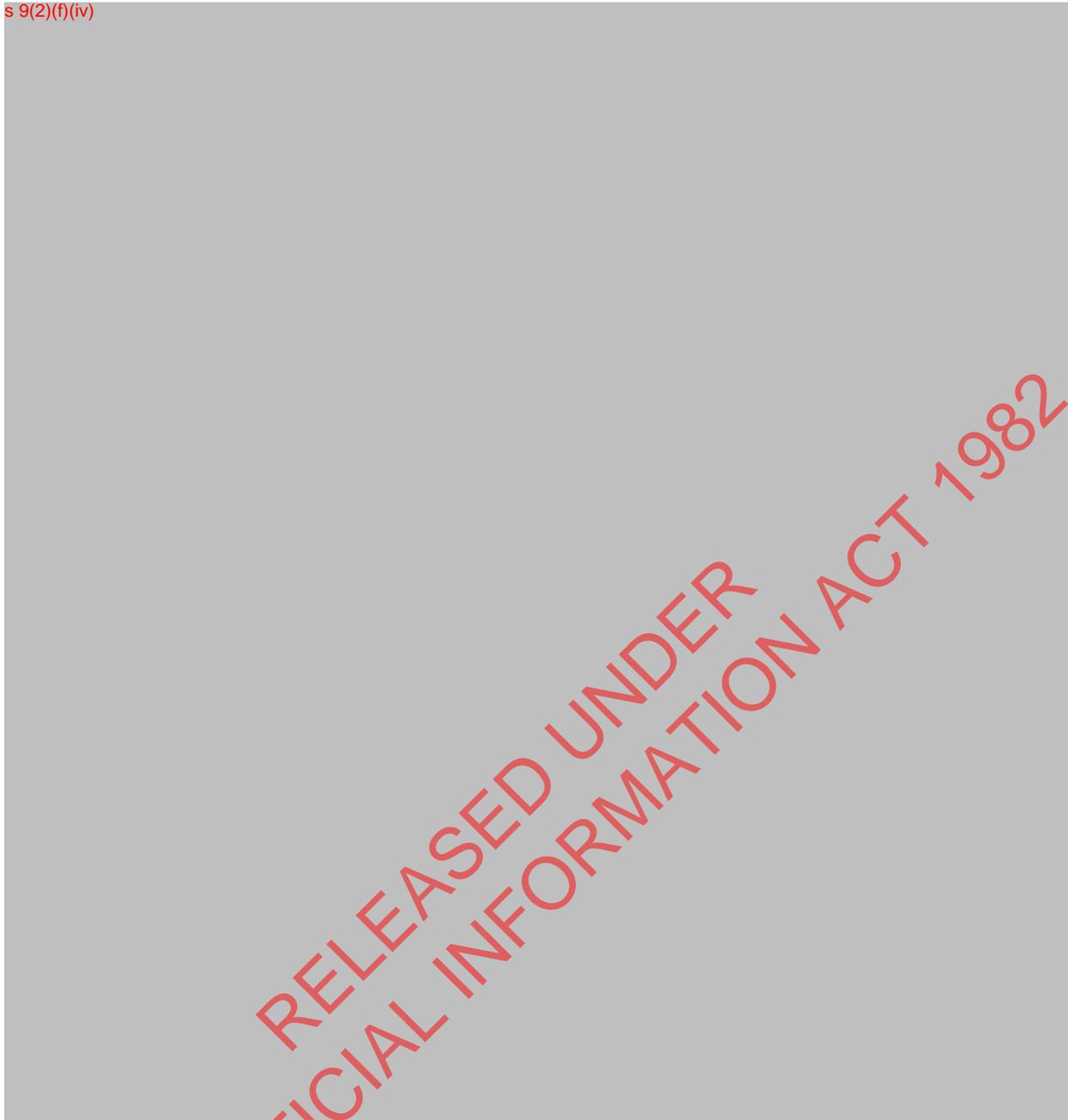
Agree / Disagree
Minister of Finance

Agree / Disagree
Minister of Transport

- 11. **note** that the approach described in recommendations 9 – 10 above represents a change in expectations where you would be limiting your levers to agree outcomes and scope, in exchange for enabling the delivery agencies to take a risk-based approach to develop options that maximise delivery and outcomes within and across the “Approved Amounts”;

s 9(2)(f)(iv)

s 9(2)(f)(iv)



Updating delegations

18. **note** that Waka Kotahi and KiwiRail need sufficient authority to manage flexibly within the approved funding envelope in accordance with the expectations and recommendations outlined above, which signifies a shift from existing arrangements;
19. **note** the Ministry of Transport and Treasury will work with delivery agencies to update the delegation letters to provide clarity and confidence to deliver in accordance with the above decisions;

Financial implications

20. **note** that if you agree with the proposed approach, further decisions around drawdown of existing tagged contingency amounts and updates to appropriations will be required upon finalising arrangements and updating delegation letters.

Hon Grant Robertson
Minister of Finance
Date: / / 2022

Hon Michael Wood
Minister of Transport
Date: / / 2022



David Taylor
Manager, National Infrastructure Unit
Te Tai Ohanga, The Treasury
Date: / / 2022



James O'Donnell
Acting Manager, Programme Assurance
and Commercial
Te Manatū Waka, Ministry of Transport
Date: 30 / 03 / 2022

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Joint Report: New Zealand Upgrade Programme: Overarching Advice

Purpose of Report

1. This report seeks your agreement to programme-level decisions to support progress on the New Zealand Upgrade Programme (NZUP) that:
 - a. focuses the remainder of the programme on delivering the projects within a fixed funding constraint s 9(2)(f)(iv), noting that in doing so there is likely to be a reduction in outcomes on some projects or across the programme; and
 - b. gives delivery agencies increased flexibility to develop options to focus on cost risk across the programme, including reducing the scope to fit within the funding envelope(s), subject to advising you on the scope and outcomes that would not be delivered.

Background

2. In October 2022, Waka Kotahi and KiwiRail provided you with delivery agency advice on how to take NZUP forward (BRI-2613 refers). That advice indicated a potential funding gap of up to s 9(2)(f)(iv) to complete the full programme as currently scoped. This was driven by a mixture of cost escalation, risk materialisation, scope, and other changes.

3. s 9(2)(f)(iv)

4.



5. In December 2022, Cabinet also agreed to reallocate s 9(2)(b)(ii) of Northern Pathway funding to the Christchurch Public Transport Futures Bus Improvements and s 9(2)(f)(iv) [DEV-22-MIN-0297 refers]. The Northern Pathway funding is now fully reallocated towards other projects and close down.

You made decisions relating to four major NZUP projects

6. There are four major NZUP projects funded to \$2.976 billion in total with Business Cases yet to be approved. These projects are:

Project	Approved Funding (\$m)	s 9(2)(f)(iv)
Ōtaki to North of Levin	1,500	
South Auckland Package	796	

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Whangārei to Port Marsden	270	s 9(2)(f)(iv)
Marsden Point Rail Link	410	
Total	2,976	

7. You received further advice on these decisions in February 2023 (OC230081 / T2022/2785 refers), and:

s 9(2)(f)(iv), s 9(2)(j)

8. There is insufficient funding to deliver these four projects to their existing scope and the cost shortfalls are substantive s 9(2)(f)(iv). These projects are earlier in their project lifecycles, so we consider that there remains a significant risk for further cost increases as they are further developed. Decisions to begin progressing and investigating the majority of these projects were made in 2020, and the last two years have shown volatility on many fronts, including the fiscal environment.
9. We note that these projects have some scope for scaling, phasing, and descoping decisions (primarily trading off across the four projects). However, individual project options may have impacts on outcomes (such as potentially making the programme's overall net emissions positive, rather than negative).
10. The remainder of this report refers to NZUP cost estimates that exclude the above four projects.

Northern Pathway funding has now been fully reprioritised

11. The s 9(2)(b)(ii) of funding previously allocated to Northern Pathway has now been reprioritised towards other projects:

Project	Approved Amount (\$m)
Eastern Busway	200
Ashburton Freight Hub	2.5
Community Connect	1.5
s 9(2)(j)	
Christchurch Public Transport Futures	78
Northern Pathway Close Down	51
Melling	312
General Cost Escalation	60
Total	s 9(2)(b)(ii)

We consider that funding should be sufficient to deliver most of the remaining NZUP projects to scope, with some exceptions

Remaining projects are either in delivery, or have scope choices

12. Following the 12 December 2022 Cabinet decisions [DEV-22-MIN-0296 refers], the remaining NZUP projects, including the Northern Pathway projects in paragraph 11 above, would be funded to s 9(2)(f)(iv)

13. This fund’s most projects, which are at various stages of delivery and pre-delivery, to the P95 cost estimate level, with six exceptions (see **Annex One** and the table below). We note that the SH1/29 and Papakura to Drury South projects are currently funded to an amount below the latest P50 estimates and that this means those projects carry greater risk than other projects.¹
14. We consider that this should be sufficient funding certainty for the following projects in delivery without additional/changed scope to continue to progress, with a total approved funding envelope of s 9(2)(f)(iv).

Agency	Project	s 9(2)(f)(iv)
Waka Kotahi	SH58	s 9(2)(f)(iv)
Waka Kotahi	SH1/29	
Waka Kotahi	Takitimu North Link Stage 1	
Waka Kotahi	Takitimu North Link Stage 2	
Waka Kotahi	Papakura to Drury South	
Waka Kotahi	Penlink	
Waka Kotahi	Melling	
Waka Kotahi Total		
KiwiRail	Wiri to Quay Park	
KiwiRail	Papakura to Pukekohe Electrification	
KiwiRail	Wellington Railway Station Safety	
KiwiRail	Wairarapa Rail Upgrades	
KiwiRail	Capital Connection Rolling Stock	
KiwiRail	Otiria to Whangarei	
KiwiRail Total		
Total		

Delivery agencies may have to make some scope decisions with impacts on outcome realisation to manage within approved funding

15. KiwiRail may be required to make scope calls on the Wellington rail projects to manage the project with confidence within the approved funding envelope. We note that the existing delegation letters may not provide delivery agencies with authority to make these decisions. Advice on updated delegation letters later in this report.

16. s 9(2)(f)(iv)

17.

18. While this approach may result in a reduction in outcomes, we consider that this puts the incentives correctly on the delivery agencies to maximise the project’s outcomes

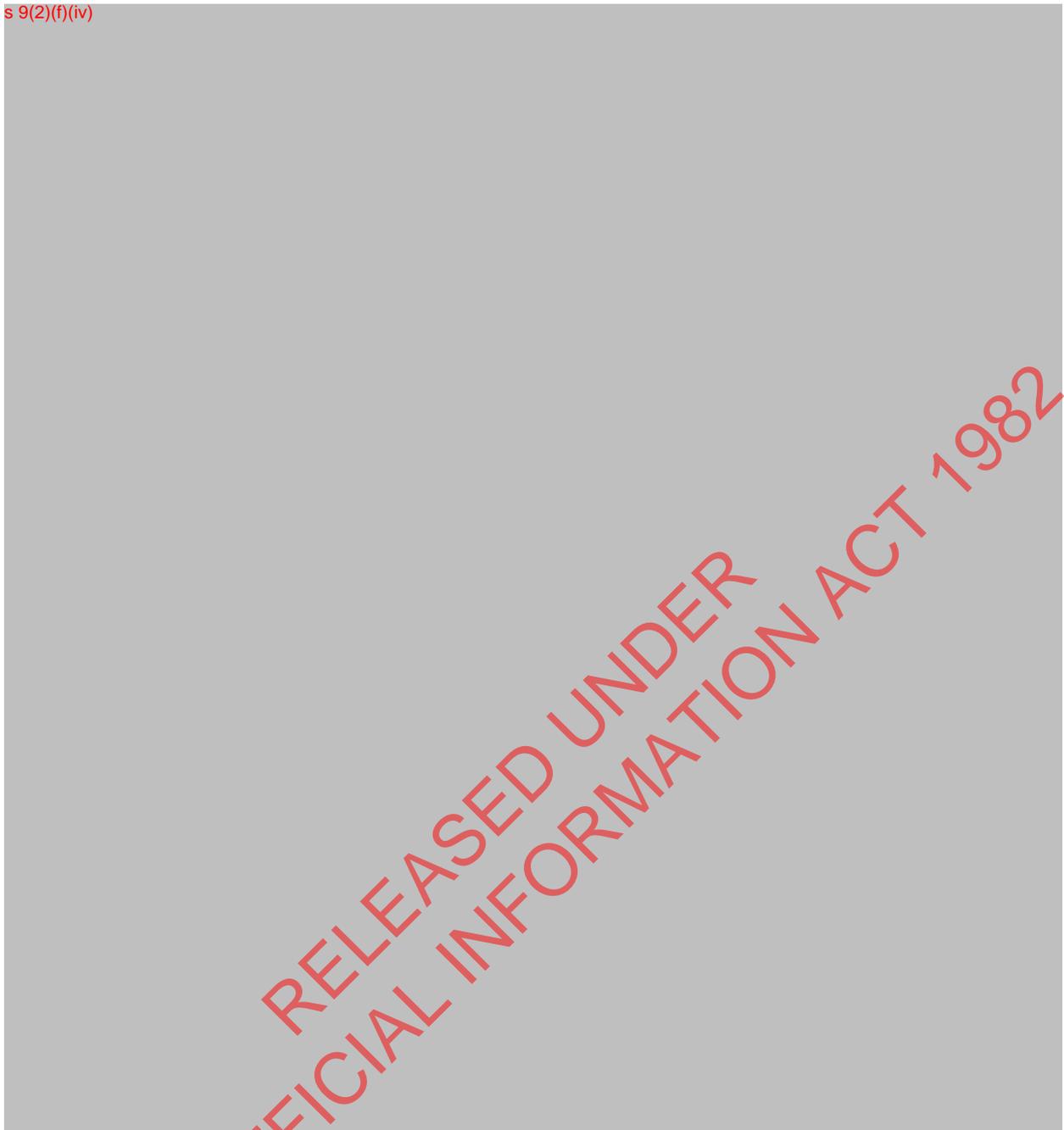
¹ This is because SH1/29 is not quite in delivery and so didn’t fit well within the cost-escalation process, and Papakura to Drury cost estimates increased by \$16 million between August 2022 and October 2022; the Treasury recommendation in the cost escalation process was based on the earlier figure.

within the funding constraint, rather than maximising the outcomes and seeking further funding from the Crown at this point.

s 9(2)(f)(iv)

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s 9(2)(f)(iv)



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Reduced outcomes will still contribute towards transport objectives

30. We recognise that managing projects within the funding envelope(s) could mean reducing some scope components and consequently reducing the benefits and outcomes from those originally intended through NZUP.
31. However, a reduction in outcomes in NZUP projects is balanced by other ongoing levers such as the National Land Transport Fund (NLTF) and the Climate Response Emergency Fund (CERF), which are also contributing towards achieving the Crown's transport objectives as mentioned in the Government Policy Statement for land Transport (GPS) 2021, similar to those being delivered by NZUP. These include safety, improved public transport services and infrastructure, improved walking and cycling, improved rail network, etc.

Residual cost risks exist and further funding may be required

32. We consider that the amount of funding outlined above should be sufficient to ensure the continued delivery of projects. However, as not all projects are funded to the P95 level, and some are at earlier stages and still have work to go before contracts are let, there remains a risk that further costs materialise over the course of delivery.

33. s 9(2)(f)(iv)

34.

35. We consider that in the meantime these projects can be managed within existing expectations and total approved funding across the programme for Waka Kotahi, although the risk is higher of further funding being required or a reduction in outcomes occurring across the remaining programme to manage the cost risk.

36. In the first instance, we would expect that delivery agencies exercise their judgement to manage the projects within the approved funding envelope. We anticipate this could occur either through managing scope (including reprioritising from the scope change provision) or, where appropriate, reprioritising underspends from other projects (e.g., from projects funded to P95). This approach is intended to maintain the incentive for agencies to manage projects efficiently within the approved funding envelopes.

37. However, we acknowledge that it may not be possible to manage all cost pressures through this approach, and some additional risk may materialise that requires further funding (especially where unforeseen risks materialise).

38. s 9(2)(f)(iv)

39.

Updates to the delegation letters will provide delivery agencies with authority to manage flexibly within the approved funding envelope

40. We consider in adopting this approach to cost management and expectations, it is necessary that delivery agencies have sufficient flexibility within their delegation to trade-off decisions across their projects to manage within their means. This represents a shift from existing arrangements to acknowledge that the key priority is to ensure that projects are delivered within the approved funding envelopes.
41. We acknowledge that this also represents a shift for you and you will want visibility of the outcomes and scope that would be traded off to stay within the funding envelope. The proposed approach, therefore, endorses delivery agencies to develop options that are 'affordable' within the fixed funding envelope and advise you of the proposal and the components of scope or outcomes that would not be delivered.
42. The delegation letter is also not specific on how appropriated funding should be moved between projects. We, therefore, recommend updating the delegation to provide clarity on this matter, the change in expectations with a focus on delivery, and providing delivery agencies with the flexibility required to manage costs and develop scaled options.
43. Subject to further work and working through the implications with the delivery agencies, updates to the delegation letter could include:
 - a. revised risk ratings of all projects, noting that most of the current in-delivery projects are 'lower risk' projects and there are additional risks that could materialise in these projects throughout delivery
 - b. revisiting escalation thresholds to focus on giving joint Ministers notice that a scope change or other call has been, or will be, made to manage projects within approved funding noting the reduction in outcomes or otherwise
 - c. revised appropriated amounts and tagged contingency allocations for new² and existing projects where appropriate
 - d. clarity that it is your expectation to focus on in-delivery projects and for delivery agencies to continue considering how forecast underspends across these projects could fund the forecast overspends to manage these projects within the approved funding envelope, i.e. the appropriated amount
 - e. clarity that if there are scope or outcome components of a project that cannot be delivered within the approved funding envelope, then the delivery agencies have the authority to stop or defer some of those components, and are expected to advise Joint Ministers accordingly noting that Ministers would no longer have decision-making rights.
44. It will take time to work through changes to the delegation letters to provide confidence to both you and the delivery agencies around the implications of the revised approach, and the impacts on outcomes.

² Funding for new projects from the reallocation of Northern Pathway funding.

45. In the interim, if you agree with the proposed approach, we will prepare you a letter for delivery agencies outlining the proposed change in approach with the detail of how it would work in practice to be worked through amongst officials and Ministerial decisions in 2023 and given effect to through the updated delegation letters.

Communications and timing challenges

46. A number of projects, in particular the larger four projects that are being deferred for now, have established expectations and will require careful management of communications.
47. We recommend that you advise delivery agencies that in taking the decisions in this paper, you acknowledge:
- a. that costs have increased substantively on the four larger projects and that this will need to be communicated publicly by the delivery agencies while you take time to work your options through;
 - b. that while you appreciate the expectations that have been created that these projects will keep moving forward, and this approach creates uncertainty for stakeholders, you consider that the substantive calls for additional funding need to be considered carefully and against the Crown's broader capital investments through the Budget 2023 process given the scale;
 - c. that this means that some projects will be placed on pause until you have considered your options further, and this may mean resourcing at the agencies is diverted to projects in train in the interim;
 - d. that this approach will have timing implications for those larger projects, which could add additional cost risk in;
 - e. and endorse that for those projects in delivery where funding is set at the P50 level, delivery agencies are empowered to make scope calls as a result of choosing to fund at a lower level, and that this may have trade-offs in terms of total outcomes.
48. We, therefore, recommend that in the interim letter, you also address the communications expectations outlined above. This should recognise the community expectations about these projects proceeding, and acknowledge that the process will likely create attention and uncertainty about whether the projects will proceed.

Consultation and Engagement

49. The Treasury and Ministry of Transport worked closely with Waka Kotahi and KiwiRail on the development of this joint report, and we consider that all key issues have been reflected in the advice. We will continue to engage on the delegation letter.

Annex One: Breakdown of Funding Decisions and Residual Risk Across NZUP

Delivery Agency	Stage	Project	Previously Approved Funding	\$m
Waka Kotahi	Delivery + Scope	Canterbury Package	300	
Waka Kotahi	Delivery + Scope	Queenstown Package	115	
KiwiRail	Pre-Delivery + Scope	Drury Rail Stations	495	
Waka Kotahi	Pre-Delivery + Scope	Melling	420	
Waka Kotahi	Delivery	SH1/29	40	
Waka Kotahi	Delivery	Takitimu North Link Stage 1	655	
Waka Kotahi	Delivery	Papakura to Drury South	655	
KiwiRail	Delivery	Wiri to Quay Park	318	

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			\$m
Delivery Agency	Stage	Project	Previously Approved Funding
KiwiRail	Delivery	Wellington Railway Station Safety	88
KiwiRail	Delivery	Wairarapa Rail Upgrades	156
Waka Kotahi	Delivery	SH58	105
KiwiRail	Delivery	Papakura to Pukekohe Electrification	375
Waka Kotahi	Delivery	Takitimu North Link Stage 2	57
Waka Kotahi	Delivery	Penlink	830
KiwiRail	Delivery	Capital Connection Rolling Stock	26
KiwiRail	Delivery	Otiria to Whangarei	90
Waka Kotahi	Delivery	Eastern Busway	200
KiwiRail	Delivery	Ashburton Freight Hub	2.5
Waka Kotahi	Delivery	Community Connect	1.5
Waka Kotahi	Delivery	s 9(2)(j)	

s 9(2)(b)(ii), s 9(2)(f)(iv)

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			\$m
Delivery Agency	Stage	Project	Previously Approved Funding
Waka Kotahi	Delivery	Christchurch Public Transport Futures	78
Waka Kotahi	Delivery	Northern Pathway Close Down	51
Total of projects in delivery or near delivery			5,137
Waka Kotahi	Business Case	Ōtaki to North of Levin	1500
Waka Kotahi	Business Case	South Auckland Package	874
Waka Kotahi	Business Case	Whangārei to Port Marsden	192
KiwiRail	Business Case	Marsden Point Rail Link	410
Total of projects in early stages			2,976
Total across NZUP			8,726

s 9(2)(b)(ii), s 9(2)(f)(iv)

s 9(2)(f)(iv)

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29 March 2023

OC221121

Hon Michael Wood**Minister of Transport**

AUCKLAND TRANSPORT ALIGNMENT PROJECT (ATAP) IMPLEMENTATION REPORT 1 JULY - 31 DECEMBER 2022

Purpose

This report updates you on how the Auckland Transport Alignment Project (ATAP) 2021-31 programme has progressed over the period 1 July 2022 to 31 December 2022.

Key points

- This reporting period has seen a continuation of some key challenges from the previous period. Overall, the first 18 months of the ATAP 2021-31 period has been characterised by Covid-related delays, cost escalation, pressure on revenue, and funding uncertainty. Some systemic issues have also come to the fore including the renewals required by the Auckland rail network, bus driver shortages and a backlog in Auckland Transport's asset renewals. Agencies are carefully managing their work programmes as a result, and the capital programme has been rephased meaning that the ATAP 2021-31 programme will take longer to deliver than originally planned.
- Capital expenditure for the rephased ATAP 2021-31 programme was at 79 per cent of planned expenditure in the July to December 2022 period. Operational expenditure was at 104 per cent of planned expenditure.
- Despite the challenges, several key delivery milestones were met this period. These include: the opening of the Manukau Harbour active mode bridge; progress on construction of the interim Northwest Bus Improvements; Matakana Link Road improvements; completion of the Westhaven to CBD Cycleway; and the completion of the tunnel boring works for City Rail Link.
- Road deaths decreased by nine per cent in Auckland in the year to December 2022, compared to 16 per cent nationally. This partly reflects the first phase of the Safe Speeds Programme.
- The shortage of bus drivers has lessened, although an additional 525 drivers were still required in Auckland as at December 2022. Pay increases, reduction of services and recent immigration changes will help ease operational pressures. The aim is for increased recruitment ahead of the 2023 FIFA Women's World Cup and upcoming rail disruptions.

- Half price fares are supporting public transport patronage recovery, however the bus driver shortage and resulting cancellations, the rail disruptions, the lack of international students and changing customer behaviour are keeping patronage well below pre-Covid levels.
- The reporting period concluded before the recent cyclone and Auckland flooding. Rebuild in Auckland and nationally will be a key priority for the ATAP agencies and will likely to put further pressure on the delivery of the current ATAP programme. The programme is set for review in the Government/Auckland Council Tāmaki Makaurau Transport Plan. This integrated plan will consider the longer-term needs of the transport system and an indicative 10-year and detailed 3-year programme. It will include consideration of the nature of the rebuild in Auckland.

Recommendations

We recommend you:

- 1 **note** the content of this report
- 2 **share** this report with the Minister of Finance in his capacity as ATAP Sponsor

Yes / No



Karen Lyons
Director Auckland
 29 / 03 / 2023

Hon Michael Wood
Minister of Transport
 / /

Minister's office to complete:

- Approved
- Declined
- Seen by Minister
- Not seen by Minister
- Overtaken by events

Comments

Contacts

Name	Telephone	First contact
Emily Irwin, Auckland Principal Adviser	s 9(2)(a)	✓
Karen Lyons, Director Auckland		

AUCKLAND TRANSPORT ALIGNMENT PROJECT (ATAP) IMPLEMENTATION REPORT 1 JULY - 31 DECEMBER 2022

Background

1. In March 2021, the Government and Auckland Council agreed the Auckland Transport Alignment Project (ATAP) 2021-31 investment package. ATAP 2021-31 focuses on encouraging the shift from private cars to public transport and active modes, developing the rapid transit network, increasing road safety, maintaining transport infrastructure, and providing sufficient operating expenditure to run the network.
2. The Ministry of Transport provides regular ATAP Implementation reports, generally two per year. This report covers the period 1 July 2022 to 31 December 2022.
3. The content in this report is based on data from Waka Kotahi, Auckland Transport, Auckland Council and KiwiRail. These organisations have contributed to this report. The ATAP Governance Group, with members from these organisations, has endorsed this report.

Funding the ATAP 2021-31 programme

4. The ATAP 2021-31 programme is funded through three main sources:
 - The National Land Transport Fund (NLTF), expected to provide \$16.3 billion. The Government's Policy Statement on Land Transport (GPS-LT) 2021 sets this expectation
 - Crown funding: \$4.9 billion. This includes the New Zealand Upgrade Programme (NZUP), the COVID-19 Response and Recovery Fund (CRRF), and the Government's share of the City Rail Link
 - Auckland Council: \$10.2 billion
5. The funding sources are summarised in Table 1 below.

Table 1: The ATAP 2021 package by funding source as of 1 July 2021

Funding source		Funding amount (\$ billions)
Auckland Council	Funding for Auckland Transport (including Regional Fuel Tax)	8.9
	Contribution to City Rail Link	1.3
	Total	10.2
Government	NLTF	16.3
	Crown contribution to City Rail Link	1.3
	Crown funded New Zealand Upgrade Programme (NZUP)	3.5
	Crown funding from COVID-19 response and recovery fund	0.1
	Total	21.2
Total		31.4

6. There have been additional sources and reallocation of ATAP funding since the 2021 package was agreed:
 - 6.1. In December 2022, \$200 million of funding was reallocated from the cancelled Northern Pathway project to the Eastern Busway, allowing for land acquisitions to occur in December 2022.
 - 6.2. During this reporting period, the NZUP received \$832 million of additional funding to manage cost escalations for Auckland specific projects.
 - 6.3. The Government's Climate Emergency Response Fund (CERF) Transport Choices Package has provided an indicative funding package to Auckland, announced in December 2022. Projects and funding are being finalised later this month, with the indicative package detailed in Appendix 1.
7. Work since the finalisation of the ATAP 2021-31 programme has confirmed that higher-than-normal funding assistance rates for some rapid transit projects, as contemplated in the ATAP work, cannot be realised. This reflects funding pressures on the NLTF and the inability of Auckland Council to raise sufficient local share.
8. More recently, Auckland Council have proposed savings to address the current \$295 million budget shortfall. These proposed cuts include:
 - \$25 million of operating savings for Auckland Transport, made up of:
 - \$4 million increased projected revenue resulting from the decision of the Auckland Transport Board on 1 December 2022 to increase public transport fares by 6.5 per cent this financial year
 - \$21 million reduction in Auckland Council operating funding provided to Auckland Transport. The current number of public transport services (as of December 2022) will be maintained for 2023/2024, but this may lead to passenger overcrowding.
9. Auckland Council have also agreed to consult on reprioritising the Climate Action Targeted Rate (CATR) funding to fund existing bus services as compared to some of the new bus services originally planned, new electric buses and ferries, and improved cycling and walking connections.¹

Capital programme changes

10. Cost pressures, Covid-related delays and less-than-expected revenue led to Auckland Council agreeing to rephase Auckland Transport's capital programme in June 2022 (see Table 2). This released additional operational funding by delaying some of Auckland Transport's capital projects planned between 2022 and 2025. The operating expenditure is supporting public transport services in light of decreased passenger revenue.
11. KiwiRail rephased its capital programme in late 2021 in response to cost pressures and delays (OC220859 refers). They have also submitted claims through the Treasury-led Centralised Cost Escalation process. Decisions taken by Cabinet will be communicated to the KiwiRail Board in the early to mid 2023. The projects to be

¹ More information on CATR is included in Appendix 1.

considered through this process include Wiri to Quay Park (\$10 million), Papakura to Pukekohe Electrification (\$44 million) and the Drury Rail Stations (\$74 million).

Table 2: Rephasing of Auckland Transport capital programme

Rephasing of Auckland Transport's Capital Programme from Financial Year 2022/23 to 2024/25 (\$ millions)		
Programme	Original RLTP	Rephased RLTP
Asset renewals	950	831
Rapid transit & ferry	591	790
Corridors & places	414	318
Local safety & amenity	283	252
Other	1,035	873
Total	3,273	3,064

Tracking ATAP Programme expenditure

Capital expenditure

Table 3: ATAP capital expenditure by delivery entity

Capital expenditure - from 1 July 2022 to 31 December 2022				
Delivery entity	Actual expenditure (millions)	Planned expenditure (millions)	% of planned expenditure	Change in % points compared to the last report
Auckland Transport	378	415	91%	↑ 11%
Waka Kotahi	51	146	35%	↓ 28%
NZUP (Waka Kotahi and KiwiRail)	186	240	78%	↓ 1%
KiwiRail	19	33	58%	↓ 35%
City Rail Link Limited (CRL)	435	510	85%	↓ 2%
Total	1069	1344	79%	0%

12. Actual expenditure as a percentage of the rephased programmes against planned expenditure was 79 per cent. This is the same as the last report.

13. Results vary across the delivery agencies.

13.1 Auckland Transport state the positive result was aided by the \$200 million reallocation to the Eastern Busway.

13.2 Waka Kotahi state the variance is due to the impact from Covid-19 over a sustained period of time and supply chain issues. The Puhoi to Warkworth project in particular has experienced Covid-related delays which has materially impacted actual expenditure this period. It accounts for approximately 70 per cent of the Waka Kotahi NLTF forecast and actual expenditure is approximately 20 per cent of forecast this period. Other NLTF projects on the programme have, by and large, performed to plan in the first six months.

13.3 KiwiRail state the result is largely due to limited physical access to the rail network, which needs to be agreed with Auckland Transport. KiwiRail's expenditure is not linear, with increased expenditure during rail network closures. Significant works are planned during the rail closures which will provide an opportunity to make up any underspend.

14. Given the rephasing, it is not sensible to look at expenditure variances against budget over the full 18 months of the ATAP programme (July 2021 to December 2022). Across the programme over the July 2021 to June 2022 reporting period, \$598m of planned funding was not spent. In the reporting period July 2022 to December 2022 \$275m of planned expenditure was not spent.

Operational expenditure

Table 4: ATAP operational expenditure by delivery entity

Net operational expenditure excluding depreciation - from 1 July 2022 to 31 December 2022				
Delivery entity	Actual expenditure (millions)	Planned expenditure (millions)	% of planned expenditure	Change in % compared to the last report
Auckland Transport	433	410	106%	↑ 4%
Waka Kotahi	59	59	100%	↑ 3%
KiwiRail	1.2	2.0	60%	New
Total	493	471	104%	↑ 2%

15. Auckland Transport's operational expenditure has exceeded planned expenditure due to inflation. Cost escalation is being managed by Auckland Transport by delaying the introduction of new services, reducing services, and reviewing contracts with operators. These results exclude depreciation. Auckland Transport have noted a significant jump in its depreciation costs by \$100 million for the full financial year. The depreciation figure includes the higher maintenance, repair and financing costs associated with the revaluation exercise.² The cost to replace roading over the ten-year period increased by \$3.7b as at 30 June 2022.
16. KiwiRail's provision of operational funding information is new for this report. KiwiRail are in the process of building network planning capacity to meet budget allocations by end of financial year 2023.

ATAP delivery highlights

17. There have been some key milestones achieved over the reporting period, including: the opening of the Manukau Harbour active mode bridge; progress on construction of the interim Northwest Bus Improvements; Matakana Link Road improvements; and the completion of the Westhaven to CBD Cycleway.

² The value of Auckland Transport's roads is based on its replacement cost. Recent pressures on roading input costs (i.e., Inflation, supply chain issues etc.) has increased replacement costs resulting in higher roading asset values and depreciation.

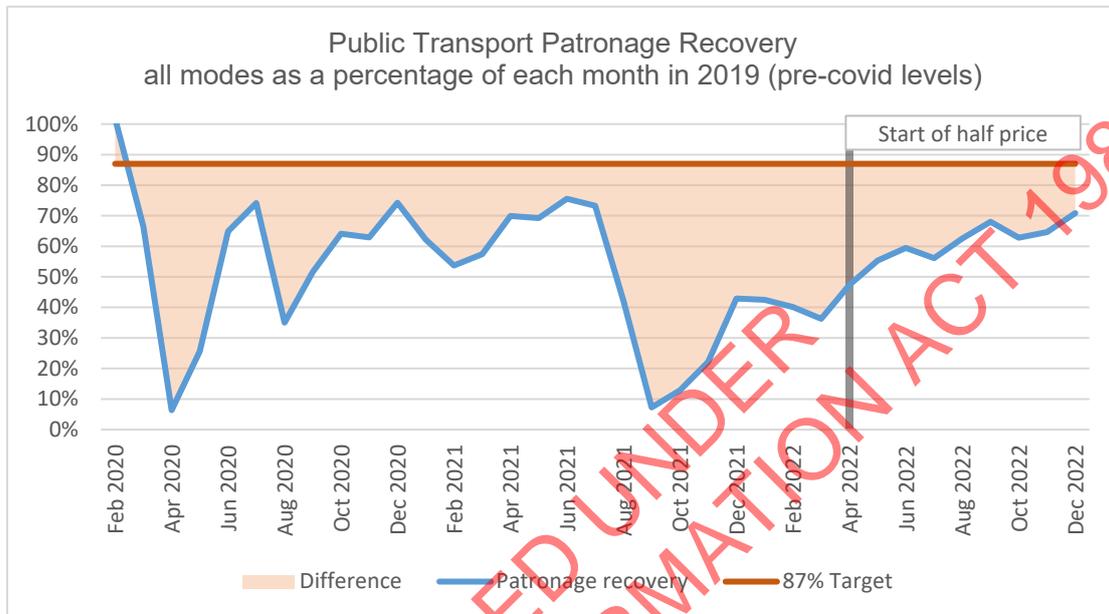
Entity	Delivery highlight
Waka Kotahi	<p><i>Waka Kotahi trial of safety cameras in Auckland</i></p> <ul style="list-style-type: none"> On 23 May, Waka Kotahi started a six-month trial using two cameras in Auckland to detect instances of drivers using hand-held mobile phones. This was the first of its kind in Aotearoa. Over the first two months of the trial a total of 50,333 potential mobile phone use offences have been detected - an average of 800 per day, representing 1.14 per cent of the total vehicles that travelled through the camera sites during the two months. <p><i>Waitemata Harbour Connections (WHC) – Indicative Business Case</i></p> <ul style="list-style-type: none"> A WHC Alliance for the project was confirmed in September 2022. Since then, the WHC Alliance team has commenced technical work and community engagement that was undertaken between November and December 2022, including ministerial representation. Mid-2023 will see an emerging preferred options and completion of the Indicative Business Case is scheduled for early 2024. <p><i>Manukau Harbour Crossing – Construction of new bridge for Active Modes</i></p> <ul style="list-style-type: none"> A new 260 metre active mode crossing of the Manukau Harbour was officially opened on Saturday, 27 August 2022. A community celebration was held after the opening and over 8,000 people visited the new bridge that weekend. <p><i>Interim Northwestern Bus Improvements</i></p> <ul style="list-style-type: none"> All design work was completed during the reporting period and good progress was made on construction of the shoulder running lanes along sections of SH16 and the bus stops on the ramps and connecting roads. The bus facilities at Te Atatu were largely completed in the period and construction work is well underway at Lincoln Road. Auckland Transport is separately progressing other works on local roads, including stops and priority lanes, expected for completion in late 2023. <p><i>North-West Rapid Transit – Detailed Business Case</i></p> <ul style="list-style-type: none"> A preferred team of consultants were appointed in December 2022. The consultants have been working closely with Auckland Light Rail and WHC to ensure project integration and alignment, including in the city centre. Work on the Detailed Business Case will commence first quarter 2023 and be completed by the end of 2024, enabling subsequent route protection. <p><i>Ara Tūhono – Puhoi to Warkworth:</i></p> <ul style="list-style-type: none"> The Taki Hono (or operations building and control centre for staff managing the new road) was officially opened in September 2022. A public open day in October 2022 included over 1,300 visitors enjoying a 90-minute guided bus tour of the entire route and meeting the project team. Waka Kotahi will provide an update on the opening date once set.
Auckland Transport	<p><i>Matakana Link Road</i></p> <ul style="list-style-type: none"> The road pavement, footpaths, cycleway and landscaping are complete, with the tie into the bridge close to completion. All drainage, rest areas, raingardens and wetlands are also complete, and streetlights are installed. The road will open in tandem with the new Puhoi to Warkworth motorway.

	<p><i>Ferry Services</i></p> <ul style="list-style-type: none"> • A partnership agreement was signed with Fullers to enable service improvements and to accelerate decarbonisation of the ferry fleet. • Construction contracts were completed for three new electric and electric hybrid ferries. • Devonport and Waiheke services have been integrated with AT Hop. A new monthly pass to Waiheke is \$58 cheaper when compared to the previous Fullers360 monthly pass. <p><i>Eastern Busway</i></p> <ul style="list-style-type: none"> • Panmure Station, the surrounding road upgrade, and the Panmure to Pakuranga section are now complete. Consents for the work in Pakuranga and between Pakuranga to Ti Rākau Drive Bridge have been publicly notified, and vacant properties are being removed along Ti Rākau Drive and William Roberts Road. <p><i>Westhaven to CBD Cycleway</i></p> <ul style="list-style-type: none"> • All main works are complete. The cycleway is set to open in February 2023 after streetlighting works are completed. <p><i>Minor Cycling (Pop-up Cycleways)</i></p> <ul style="list-style-type: none"> • A total of 4.3 kilometres of cycleways have been completed on Clark Street (New Lynn), Ian McKinnon Drive (Eden Terrace), Grafton Road (Grafton) and Manukau Station Road (Manukau). <p><i>Speed Management Programme</i></p> <ul style="list-style-type: none"> • Phase three speed limit changes started in October 2022. • New speed limit signs in Āwhitu Peninsula and Waiheke Island were installed and revealed on 1 December 2022. • Safety improvements on 11 Marae projects have been completed. <p><i>Community Safety Programme</i></p> <ul style="list-style-type: none"> • Seven projects are now complete, three in design, and two in construction.
KiwiRail	<p>KiwiRail planned for increased work to be completed over the Christmas and New Year period when commuter and freight demand is reduced. Highlights include:</p> <ul style="list-style-type: none"> • Completion of four kilometres of ballast cleaning between Westfield and Quay Park and installation of one crossover at Wiri. • Construction of an electric train stabling yard at Quay Park began as part of the Wiri to Quay Park project. • Five damaged crossovers and one turnout on the Auckland Metro Rail system were replaced. • Network Services completed track renewals at various sites within the Metro and at Westfield Yard.
City Rail Link	<ul style="list-style-type: none"> • In September 2022, City Rail Link's Tunnel Boring Machine, Dame Whina Cooper, broke through at its final destination at Te Waihorotiu (Aotea). • The new stations at Mount Eden and Karangahape Road are beginning to emerge above ground, and final station designs have been completed.

Operational pressures

Public transport patronage

18. Public transport patronage for the month of December 2022 reached 71 per cent of pre-Covid levels, up from 56 per cent for the month of July 2022 and up from 43 per cent for the month of December 2021. While this is positive, Auckland Transport's RLTP expected patronage to reach 87 per cent of pre-Covid levels by July 2022.



The impact of half-price fares

19. While patronage is slowly recovering, supported by half price fares, the bus driver shortage and high level of cancellations, rail disruptions, lack of international students and changing customer behaviour continue to hinder patronage recovery.
20. A Waka Kotahi national survey from June 2022 to August 2022 found that half-price fares generated an additional seven per cent journeys on public transport: one per cent were completely new, three per cent came from cars/taxis and three per cent came from walking or cycling.
21. The same survey found people chose more expensive private vehicle use over public transport use because of the distance to access public transport, lack of services at times needed and longer travel times.
22. Future transport demand remains uncertain as Aucklanders may have shifted their travel patterns following Covid-19. Early indications show fewer Aucklanders spending the full week in the office or education facilities.³

³ With less demand on Monday and Friday, and high demand on Wednesday. Source Auckland Transport patronage data.

Bus driver shortage

23. The bus driver shortage is improving but remains a concern, with an estimated shortage of 525 bus drivers in Auckland and 300 in the rest of New Zealand as at December 2022. The Auckland shortage had reduced to 485 as at 16 January 2023.
24. Driver shortages have caused a significant increase in cancellations. In December 2022, around 8.6 per cent of bus trips were cancelled (28,090 out of 325,915 trips).



Source: Auckland Transport

25. In October 2022, Auckland Transport removed 800 services per day (equating to just less than six per cent of trips) on services that were regularly experiencing cancellations to provide increased certainty to passengers.
26. More bus drivers will be required to provide the new bus services needed for the upcoming rail network repairs and the 2023 FIFA Women's World Cup.
27. Operators have indicated that job and visa applications have increased following the creation of a new temporary residence pathway for skilled drivers and the bus driver pay increases funded by Auckland Council, Waka Kotahi and the Government in mid to late 2022.
28. Auckland Transport is working with the Ministry of Social Development (MSD) to attract individuals that have obtained a class 2 licence through programmes offered by MSD. Bus operators and Auckland Transport have delivered community-based job fairs and digital campaigns to attract additional drivers.
29. Many operators have expanded their international recruitment efforts. Bus operators are recruiting in wider Asia, the Philippines and the Pacific Islands. Ferry operators have sought experienced skippers from the Philippines, South Africa and Europe.

Upcoming rail closures

30. In October 2022, Auckland Transport and KiwiRail publicly released the planned rail closure programme. This will enable works needed to support the increased patronage and more frequent trains associated with City Rail Link and address historic underinvestment in the Auckland rail network.

31. KiwiRail and Auckland Transport have been working closely to minimise disruption to commuters. Auckland Transport are providing rail replacement buses (including two express services), optimise traffic lights for buses travelling on those routes, provide enhanced customer wayfinding and have launched a customer communications campaign.

Asset renewals

32. A combination of funding constraints, wet weather and Covid-19 delays have led to a backlog in the maintenance of existing assets.⁴ The backlog of works is increasing the number of potholes on the Auckland network as roads and highways lose waterproofing.

State highways

33. Due to wet weather and Covid-19 restrictions in financial year 2021/22, 11.4 kilometres of state highway renewals work was deferred into the 2022/23 programme.

34. During the reporting period, Waka Kotahi delivered 54.8 kilometres (76 per cent of the planned year to date).

Local roads

35. During the reporting period, Auckland Transport delivered 118 kilometres (66 per cent of the planned year to date).

36. Funding constraints mean that Auckland Transport cannot meet all the renewal needs of the network, resulting in a backlog of around 1,000 kilometres of asset renewals. Auckland Transport estimates it will take between five to ten years to clear the backlog.

Rail

37. During the reporting period, KiwiRail;

37.1 Delivered one kilometre of rail replacement (82 per cent of the year to date target).

37.2 Replaced nine turnouts⁵ (86 per cent of the year to date target).

37.3 Remediated eight turnouts (46 per cent of the year to date target).

38. Decreased user pays revenue is impacting Auckland Transport's ability to pay KiwiRail for maintenance on the rail network, which is impacting KiwiRail's ability to deliver essential maintenance and renewals.

⁴ The figures mentioned are current as of 31 December 2022. The recent weather events will increase the asset renewal needs in Auckland.

⁵ A turnout is a device that acts as an intersection, allowing a train to move from one track to another.

Connected Communities

39. The Connected Communities project identified a series of upgrades on Auckland arterial roads to deliver multiple benefits at once, including improving safety, increasing mode shift to bus and active modes and reducing emissions.
40. The work was disrupted by Covid-19 and the programme was suspended in 2020 and recommenced in 2021. Of the 12 corridors identified for improvements, only two have been substantially progressed, including: Great North Road (is construction ready) and New North Road (corridor business case is being finalised with approval scheduled for June 2023).

Connected Communities Projects	July 2021 - July 2022	Jul 2022 - Dec 2022	Total	RLTP Budgeted 2021-31
Central Isthmus Cycling Project	4.20m	.35m	4.56m	17.67m
City Centre & Fringe Cycling Project	3.72m	.19m	3.91m	17.08m
Great Nth Rd Cycling & Bus Priority	5.26m	.14m	5.40m	25.50m
Ellerslie-Pakuranga Road	1.69m	-	1.69m	67.50m
Great North Road	.86m	-	.86m	31.45m
Great South Road	2.66m	-	2.66m	46.36m
Manukau Road	1.79m	-	1.79m	88.95m
Mount Eden Road	2.21m	-	2.21m	132.91m
New North Road	5.14m	.99m	6.13m	111.39m
Ponsonby Road	3.19m	.10m	3.29m	44.19m
Total	30.73m	1.77m	32.50m	583.0m

41. A revised programme for new corridors is being assessed and will be included in the next RLTP and the Tāmaki Makaurau Transport Plan.

ATAP Programme outcomes

42. Details on progress against each of the ATAP outcomes for this reporting period and regional fuel tax data are included in Appendix 2.

Looking forward

43. The recent cyclone and flooding have caused significant damage to the Auckland network. Rebuild will be a key priority for the ATAP agencies at both the Auckland and national levels. The repair work will utilise limited resources and Government and Auckland Council will need to work together to address funding for the recovery and rebuild. Repair work risks delaying the current ATAP programme.
44. Work on the Joint Government/Auckland Council Tāmaki Makaurau Transport Plan has commenced focused on an integrated plan across all transport modes and both the longer-term and more immediate needs of the Auckland transport system.

Appendix 1: Climate Action Targeted Rate and Climate Emergency Response Fund

Climate Action Targeted Rate (CATR)

- CATR was originally planned to fund new projects in addition to the core ATAP programme of works, including additional funding to deliver new and extended frequent bus routes throughout the region, new electric buses and ferries, and improved cycling and walking connections. The initial investment package is as follows:

Table 5: Planned CATR expenditure

CATR transport expenditure		\$, million
Auckland Transport operating expenditure (admin and additional depreciation)		61
Auckland Transport Bus improvement		651
Auckland Transport Ferry improvement		134
Auckland Transport Cycling project		129
Auckland Transport Walkways project		84
Total		1,059

CATR projects are funded by:		\$, million
Additional fare revenue		127
CATR		552
Waka Kotahi		380
Total		1,059

Climate Emergency Response Fund (CERF)

Table 6: Indicative CERF Projects for Tāmaki Makaurau

Indicative CERF projects for Tāmaki Makaurau		Indicative funding
Northwestern Busway Feeder Routes	This project will make improvements to the local road bus network to support the Northwestern Busway. It includes 9km of priority bus and special vehicle lanes, 45 bus stops and 10 pedestrian crossings.	s 9(2)(j)
East Coast Road and Raleigh Road bus lanes	This project will create two sections of bus priority to improve travel time and reliability on East Coast Road and Raleigh Road on the North Shore. This includes pedestrian crossings and other safety improvements.	
Manurewa Package	This project will improve pedestrian and cycling facilities around local schools and the Homai and Manurewa train stations. These stations have been identified as high priority for improved access.	
Hendry Avenue cycleway	This project focuses on cycling improvements to close a one-kilometre gap on the existing Southwestern cycleway connecting to the Auckland city centre, Westgate, New Lynn and Onehunga through to the recently opened Ngā Hau Māngere bridge.	
Karangahape cycle links	This project will improve footpaths and cycleways on Pitt Street and Canada Street in preparation for the new Karangahape CRL station opening. These are important routes in the Auckland cycle network, linking upper Queen Street/Ian McKinnon Drive, Karangahape Road, and Nelson Street/Te Ara Whiti cycleways.	
Māngere cycleway improvements	This project will create new cycleway improvements in Māngere, on Bader Drive, and Kiwi Esplanade/Short Avenue/Wallace Road. During engagement on other cycling improvements for the area, locals identified these as important areas.	

Indicative CERF projects for Tāmaki Makaurau		Indicative funding
Māngere schools	This project will make pedestrian improvements and introduce new safety measures to calm traffic around five local schools. This includes pedestrian crossings, raised tables, speed bumps, footpath widening and new kerbs.	s 9(2)(j)

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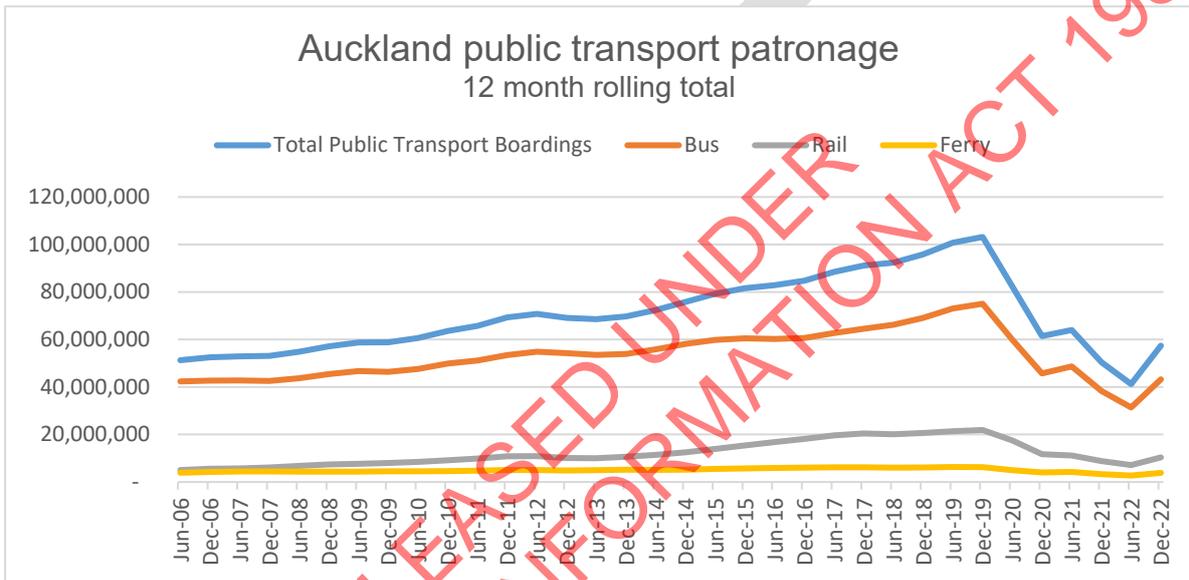
Appendix 2: ATAP Outcomes reporting

ATAP Outcomes reporting

1. A set of key indicators were identified in the ATAP Outcomes Framework to monitor how the ATAP package of investments is contributing to agreed outcomes. These were developed by a cross-agency group and endorsed by the ATAP Governance Group in May 2019 (OC190875 refers).

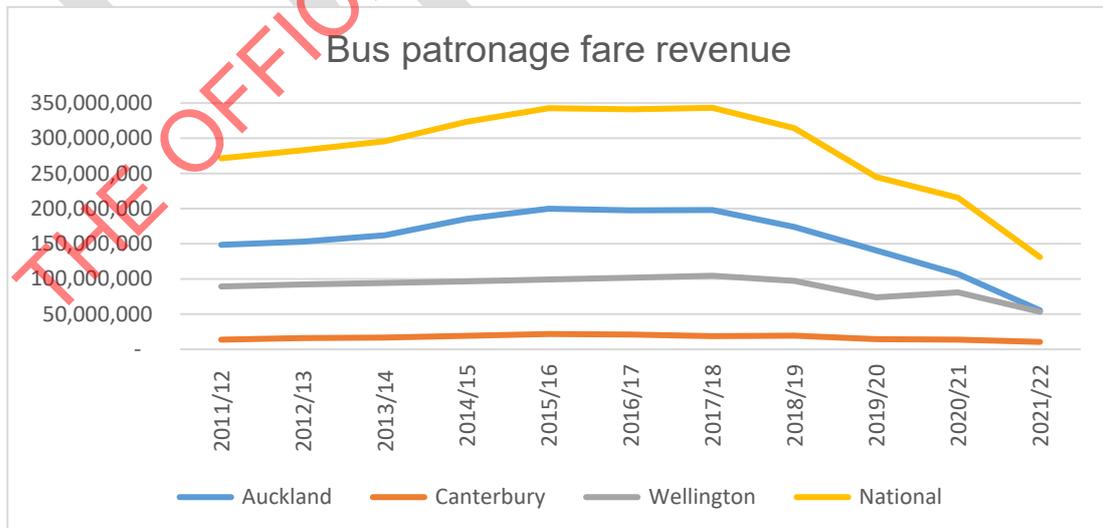
Public transport patronage

2. Public transport patronage has increased to 57.4 million boarding for the year ending December 2022, but patronage remains below December 2009 levels.



Source: Waka Kotahi

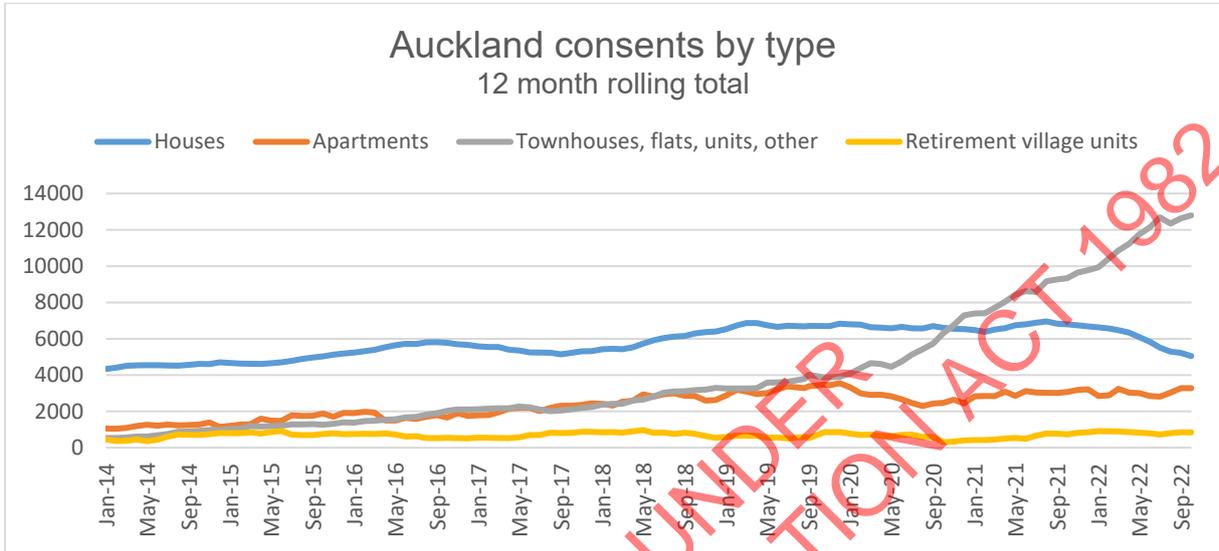
3. Auckland's bus patronage fare revenue has decreased by 62 per cent from the financial year ending 2018 to the financial year ending 2022.



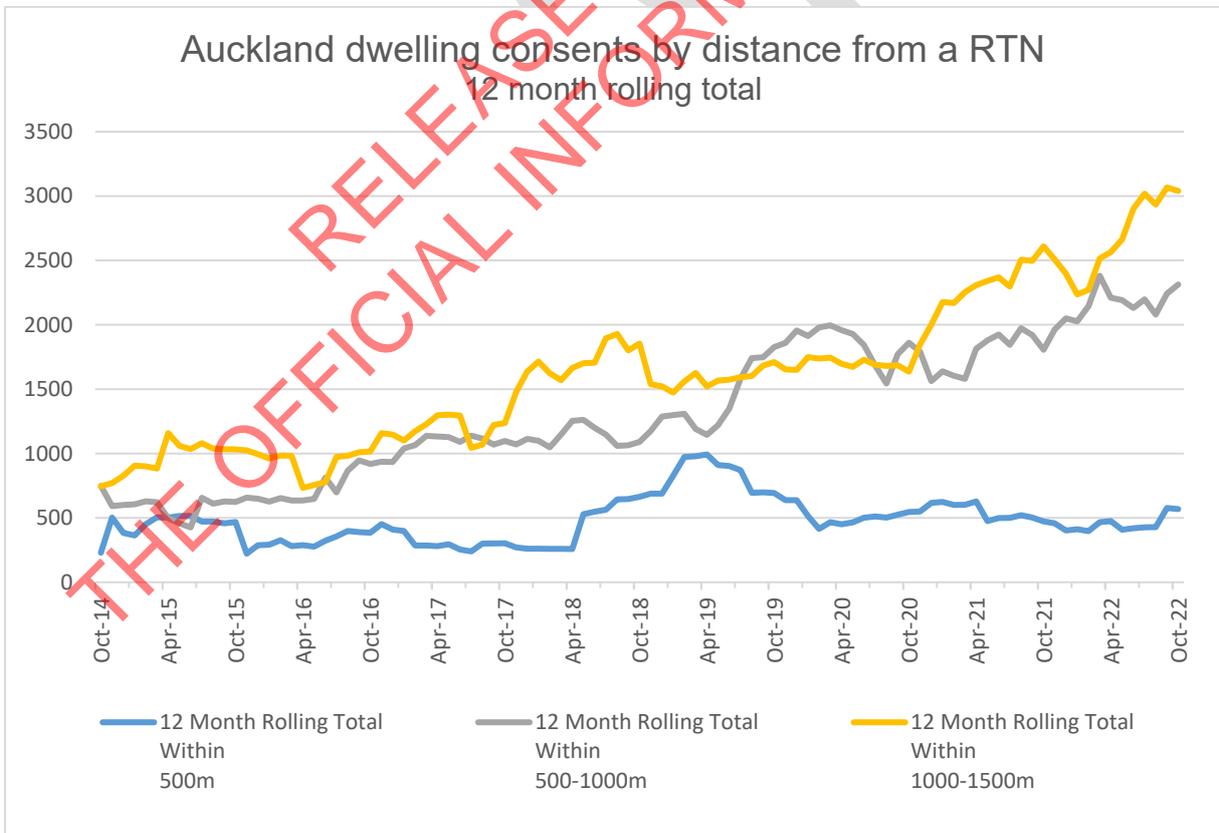
Source: Waka Kotahi

Improving travel choice for Aucklanders

4. Auckland is experiencing growth of high-density housing (townhouses, flats, units).
5. Dwelling consents within 500-1,000m and within 1,000-1,500m of a rapid transit corridor have been growing.



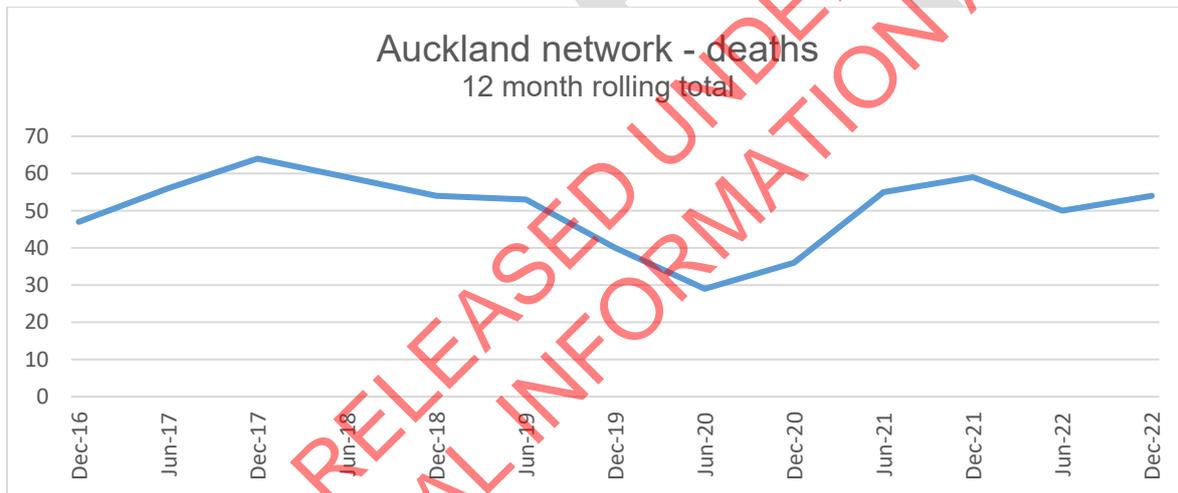
Source: Auckland Council



Source: Auckland Council

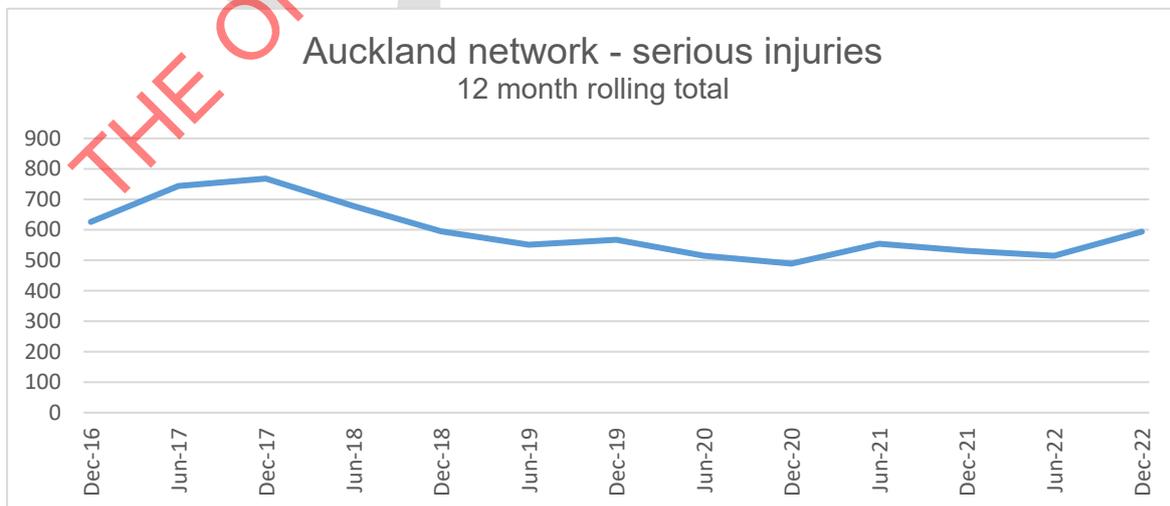
Keeping Auckland's transport safe

6. Deaths were increasing from June 2020, but peaked at 59 in December 2021.
7. There were 54 road deaths in Auckland in the year to December 2022, which is a decrease of five from the year ending December 2021. This is on par with deaths for the year ending December 2018.
8. National road deaths were the highest in four years at 378 over the same period, an increase of 60 (16 per cent) from the previous calendar year. Australia's road deaths were 1,193 over the same period, an increase of 68 (six per cent) from the previous calendar year.
9. Auckland Transport's Safe Speeds programme was introduced in 2019, and results from the first phase are promising. Auckland roads in the Safe Speeds Programme experienced a 30 per cent reduction in deaths from July 2020 to July 2022, and the programme is estimated to have reduced deaths or serious injuries by 20.4 a year. Auckland roads not in the programme experienced a nine per cent increase in deaths over the same period.



Source: Auckland Transport

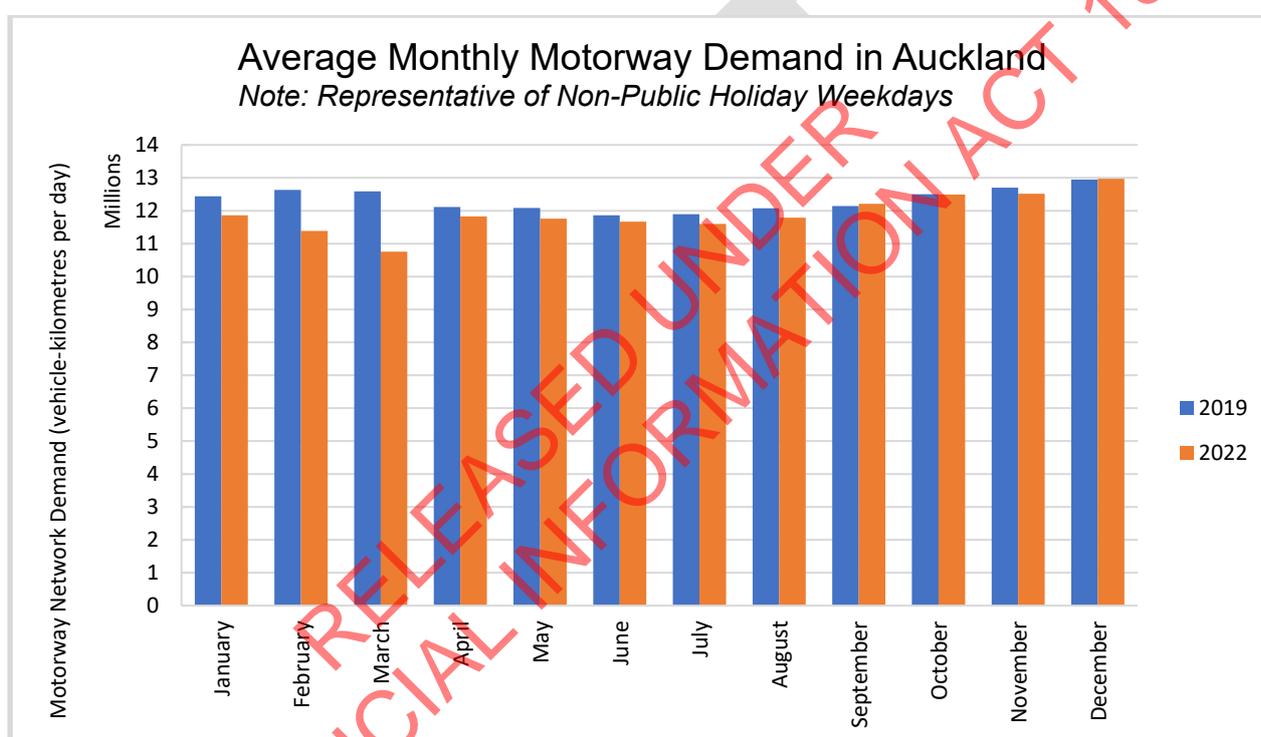
10. Serious injuries have increased to 594 for the year ending December 2022, up 63 from the year ending December 2021.



Source: Auckland Transport

Keeping Auckland moving

11. The percentage of local roads with congestion⁶ at the morning peak is at 21 per cent for the year ending December 2022, which is similar to the year ending December 2021 at 21.1 per cent.
12. Congestion on state highways has worsened throughout the year to December 2022. While March is typically the busiest month, this was not observed in 2022 due to Covid-19 restrictions.
13. Although demand (vehicle kilometres travelled per day) on the motorway network was noticeably lower than pre-Covid levels in the first quarter of 2022, demand is now close to 2019 levels. In December, the motorway network’s average workday demand was 99 per cent of that in 2019.

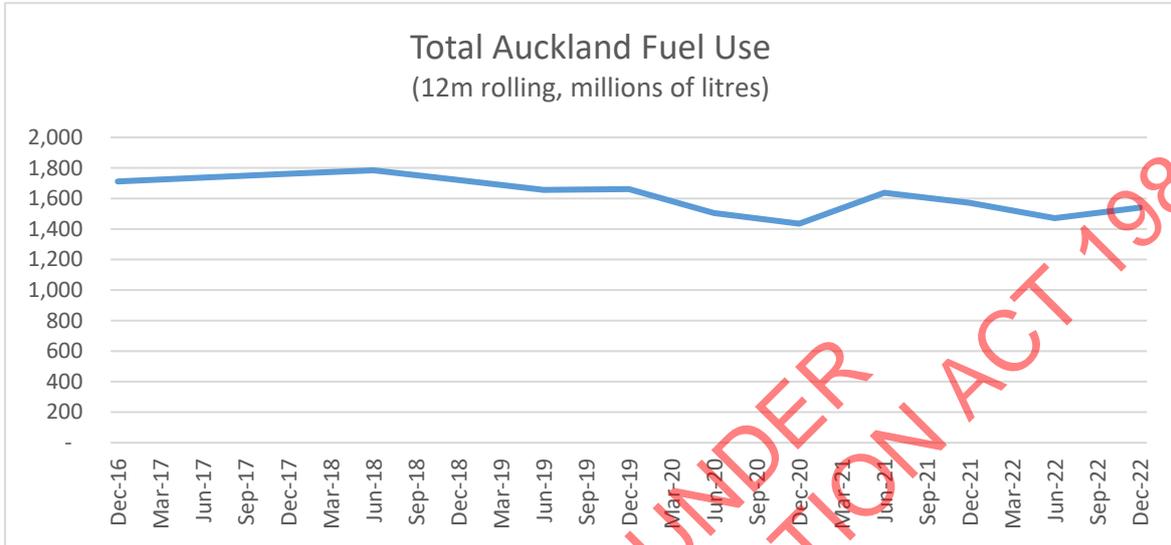


Source: Waka Kotahi

⁶ Measured as travelling less than 50 per cent of the posted speed on local roads.

Auckland fuel use

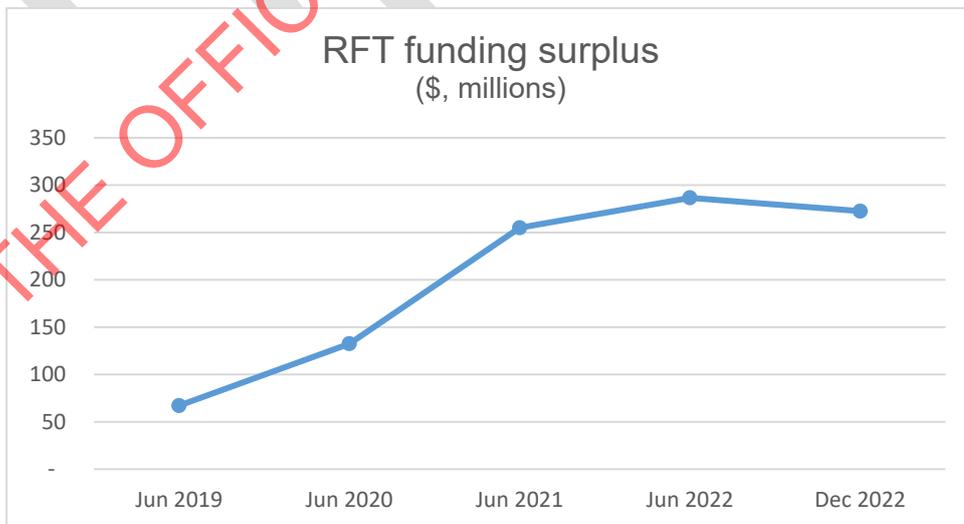
- 14. Fuel use in Auckland declined from 1,785 million of litres for the year ending June 2018 to 1,435 million of litres for the year ending December 2020.
- 15. Since December 2020, fuel use has increased slightly to 1,540 million litres for the year ending December 2022.



Source: Auckland Transport.

Regional Fuel Tax (RTF)

- 16. From its introduction in July 2018 to December 2022, the RFT has raised \$667 million in revenue and \$395 has been spent progressing projects.
- 17. As of December 2022, Auckland Council has \$273 million in RFT which is yet to be spent, down from \$287 million from year ending June 2022. Auckland Council expects the capital programme to step up in future years, which will further reduce the funding surplus.



Source: Auckland Council



BRIEFING

Document 39

31 March 2023

OC230262

Hon Michael Wood
Minister of Transport

Action required by:
Thursday, 20 April 2023

PROACTIVE RELEASE OF CABINET PAPER FOR APPROVAL TO INTRODUCE THE LAND TRANSPORT MANAGEMENT (REGULATION OF PUBLIC TRANSPORT) AMENDMENT BILL

Purpose

Seek your agreement to publish three documents relating to Cabinet approval to introduce the Land Transport Management (Regulation of Public Transport) Amendment Bill (the Bill), on the Te Manatū Waka (the Ministry) website.

Number of papers	We propose to proactively release three documents. Other relevant documents have already been published as part of introducing the Bill to Parliament.
Deadline for proactive release	The documents should be published by 27 April 2023, which is 30 business days following Cabinet consideration.
Risks	s 9(2)(g)(i)
Mitigations	s 9(2)(g)(i)

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Recommendations

We recommend you:

- 1 **approve** the Ministry to publish three documents relating to Cabinet approval to introduce the Land Transport Management (Regulation of Public Transport) Amendment Bill on the Ministry’s website. Yes / No



Helen White
Manager, Mobility and Safety

31 / 03/ 2023

Minister’s office to complete:

- Approved Declined
- Seen by Minister Not seen by Minister
- Overtaken by events

Hon Michael Wood
Minister of Transport

..... / /

Comments

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Contacts

Name	Telephone	First contact
Helen White, Manager, Mobility and Safety	s 9(2)(a)	✓
Jacob McElwee, Principal Adviser, Mobility and Safety		

PROACTIVE RELEASE OF CABINET PAPER FOR APPROVAL TO INTRODUCE THE LAND TRANSPORT MANAGEMENT (REGULATION OF PUBLIC TRANSPORT) AMENDMENT BILL

We propose to proactively release three documents relating to Cabinet approval to introduce the Bill

1 Table 1 below sets out the three documents we propose to proactively release. Table 1 also identifies risks and possible mitigations for each document. Other documents relating to the Bill have already been published as part of introducing the Bill to Parliament.

2 s 9(2)(g)(i)



3 In preparing these documents for proactive release we consulted with the Parliamentary Counsel Office (PCO). PCO did not have any concerns with the information to be published, and noted the revised approach to on-demand services achieved the same outcome using different terminology.

Table 1: Documents relating to Cabinet approval to introduce the Bill for proactive release

	Document	Description of information withheld	Risks	Mitigations	Previously released?
1	Briefing - Draft paper seeking approval to introduce the Land Transport Management (Regulation of Public Transport) Amendment Bill	Phone numbers withheld to protect privacy. Information relating to s 9(2)(f)(iv) [redacted] [redacted] [redacted] withheld as it is under active consideration.	s 9(2)(g)(i) [redacted]	The final Cabinet paper seeking approval to introduce the Bill seeks agreement to the revised approach that was taken in the version of the Bill introduced.	No
2	Cabinet paper seeking approval to introduce the Land Transport Management (Regulation of Public Transport) Amendment Bill	Release in full.	None identified.	N/A.	No.
3	LEG-23-MIN-0011: Land Transport Management (Regulation of Public Transport) Amendment Bill: Approval for Introduction	Release in full.	None identified.	N/A.	No.

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31 March 2023

OC230263

**Hon Michael Wood
Minister of Transport**

**Hon Kiri Allan
Associate Minister of Transport**

CYCLONE GABRIELLE AND UPPER NORTH ISLAND FLOODING – TRANSPORT RECOVERY AND REBUILD

Purpose

This paper seeks your agreement to coordination and oversight arrangements, and updates you on delivery arrangements for the rebuild of transport infrastructure impacted by the cyclone and flooding events.

Key points

- Work to re-open State highways is progressing well and work is progressing on rail corridors that can be more readily repaired and re-opened ^{s 9(2)(f)(iv)}
[Redacted]
- To ensure Ministers have oversight of the work across the transport sector and are well supported to make decisions on the rebuild, we have established a sector coordination group to ensure activities are organised, and key emerging issues are addressed. The sector coordination group includes representatives from transport agencies and across government. ^{s 9(2)(f)(iv)}
[Redacted]
- We anticipate where infrastructure can be repaired quickly this happens and is funded via the National Land Transport Fund. ^{s 9(2)(f)(iv)} . \$250 million has already been made available, ^{s 9(2)(f)(iv)}
[Redacted]
- ^{s 9(2)(f)(iv)}
[Redacted]

s 9(2)(f)(iv)

Recommendations

We recommend you:

Hon Wood

Hon Allan

1 **note** that Waka Kotahi will continue to make decisions on the allocation of the National Land Transport Fund to repair the network during the recovery phase

2 s 9(2)(f)(iv)

Yes / No

Yes / No

3

4

Yes / No

Yes / No

Brent Johnston
Acting Deputy Chief Executive, System Performance and Governance
31 / 03 / 2023

Hon Michael Wood
Minister of Transport
..... / /

Hon Kiri Allan
Associate Minister of Transport
..... / /

Minister's office to complete:

Approved

Declined

Seen by Minister

Not seen by Minister

Overtaken by events

Comments

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Contacts

Name	Telephone	First contact
Brent Johnston, Acting Deputy Chief Executive - System Performance and Governance	s 9(2)(a)	Yes

CYCLONE GABRIELLE AND UPPER NORTH ISLAND FLOODING – TRANSPORT RECOVERY AND REBUILD

Progress is being made to repair infrastructure to provide a basic level of access

1. Work to repair transport connections is progressing well. All State highways have had a level of access restored, with the exception of Napier to Wairoa (SH2), Coromandel (SH25A) and south of Te Puia Springs (SH35). On the railway, freight services will resume from Woodville to Hastings on 3 April 2023. Despite this progress, parts of the transport network, including many local roads, remain severely impacted. Restrictions remain in some areas, and it will be some time before full access is restored.
2. To date, work has been focused on restoring basic access. Bailey bridges have been installed, slips have been cleared and small temporary bypass roads have opened. Despite being repaired and re-opening to the public, some roads remain highly vulnerable because of the damage sustained by the cyclone.

High-level assessments for infrastructure that cannot be immediately repaired

3. Alongside work to repair infrastructure to provide a basic level of access, assessments are underway on potential longer-term rebuild options for infrastructure that remains severely damaged and vulnerable. Technical assessments will provide high-level rebuild options.
4. The following parts of the State highway network have sustained significant damage, and technical input is needed to decide on potential rebuild options:
 - 4.1. SH5 Esk Valley
 - 4.2. SH2 Wairoa to Pūtōrino
 - 4.3. SH35 Tolaga Bay to Te Puia Springs
5. s 9(2)(f)(iv)

Waka Kotahi will also have a clearer picture of any rebuild and resilience work which may be required for:

 - 5.1. SH35 Ōpōtiki to Te Puia Springs and Tolaga Bay to Gisborne
 - 5.2. SH2 Ōpōtiki to Gisborne
 - 5.3. SH2 Gisborne to Napier
 - 5.4. SH5 Napier to Taupō
 - 5.5. SH38 Wairoa to Murupara
 - 5.6. SH1 Brynderwyns
 - 5.7. SH25A Coromandel

6. KiwiRail has reinstated damaged sections of the Auckland Metropolitan Rail Network, North Island Main Trunk and East Coast Main Trunk. The 130 kilometre Woodville to Hastings section will reopen on 3 April 2023 using a temporary container transfer site in Hastings. Further remediation is required in parts of these sections but operations have resumed.
7. KiwiRail's reinstatement and recovery focus is related to the:
 - 7.1. North Auckland Line – there were 108 damaged sites along the 200 kilometre section between Swanson and Whangārei. 72 of these sites have been repaired. There were 31 critical damage sites including major slips and washouts. Ten of these have been restored. A large slip at Tahekeroa is expected to take months to recover, but work is now underway.
 - 7.2. Palmerston North to Gisborne Line - will take several months to restore operations between Hastings and Napier. Bridge 217 is completely washed out and teams are working on a temporary reinstatement option while further resilience works and design options are considered. s 9(2)(f)(iv)
8. Waka Kotahi notes that the expected cost to rebuild the State highway and local road networks are very uncertain at this time. s 9(2)(f)(iv)

9.

s 9(2)(f)(iv)

10.

Coordination arrangements

11. We anticipate the rebuild work will be large, complex and take time. The work, like the response and recovery phases, will need to be coordinated, and delivery and oversight arrangements will be needed, as outlined below.

Response phase arrangements

12. The response phase is almost complete, and many regions have transitioned to recovery. To support the response, the Government has provided a top-up of \$250 million to the National Land Transport Fund to allow Waka Kotahi and KiwiRail to

progress with emergency works. The Waka Kotahi Board approved a special enhanced funding assistance rate for emergency works for local roads. Local authorities will receive funding for 91 percent and up to 100 percent of eligible costs during the response phase.

13. Funding claims from local authorities continue to be received by Waka Kotahi, and significant expenses are being incurred to repair the State highway network. Waka Kotahi only pays claims and invoices once the work has been completed. The total amount approved to date is approximately \$138 million, with most of these approvals relating to Hawke's Bay and Tairāwhiti regions. Claims and payments will follow. Other funding requests have been received and are being assessed, and if approved, will exhaust the initial \$250 million top-up. The initial \$250 million funding has given the councils and contractors the confidence to get on and do the job, knowing they will be paid.
14. During the response phase, normal Board accountabilities ensure that decisions are made quickly and funds are appropriately spent. An Officials' Coordination Group has been set up to ensure information is shared amongst agencies, and agencies work together to unlock any immediate barriers. This Coordination Group is Chaired by Te Manatu Waka (the Ministry) and includes the Treasury, Department of Internal Affairs, Waka Kotahi and KiwiRail. Waka Kotahi engages with the private sector through its freight industry liaison function and can report to the Officials' Group on key issues the sector faces. Waka Kotahi can also report on regional engagement to ensure local priorities are shared and known by the Officials' Group.

Recovery phase arrangements

15. The recovery phase will focus on improving service levels and completing the high-level assessments on rebuild options. During the recovery phase, a better picture of the overall state of the network will become apparent and longer-term rebuild options will emerge.

16. s 9(2)(f)(iv)

17.

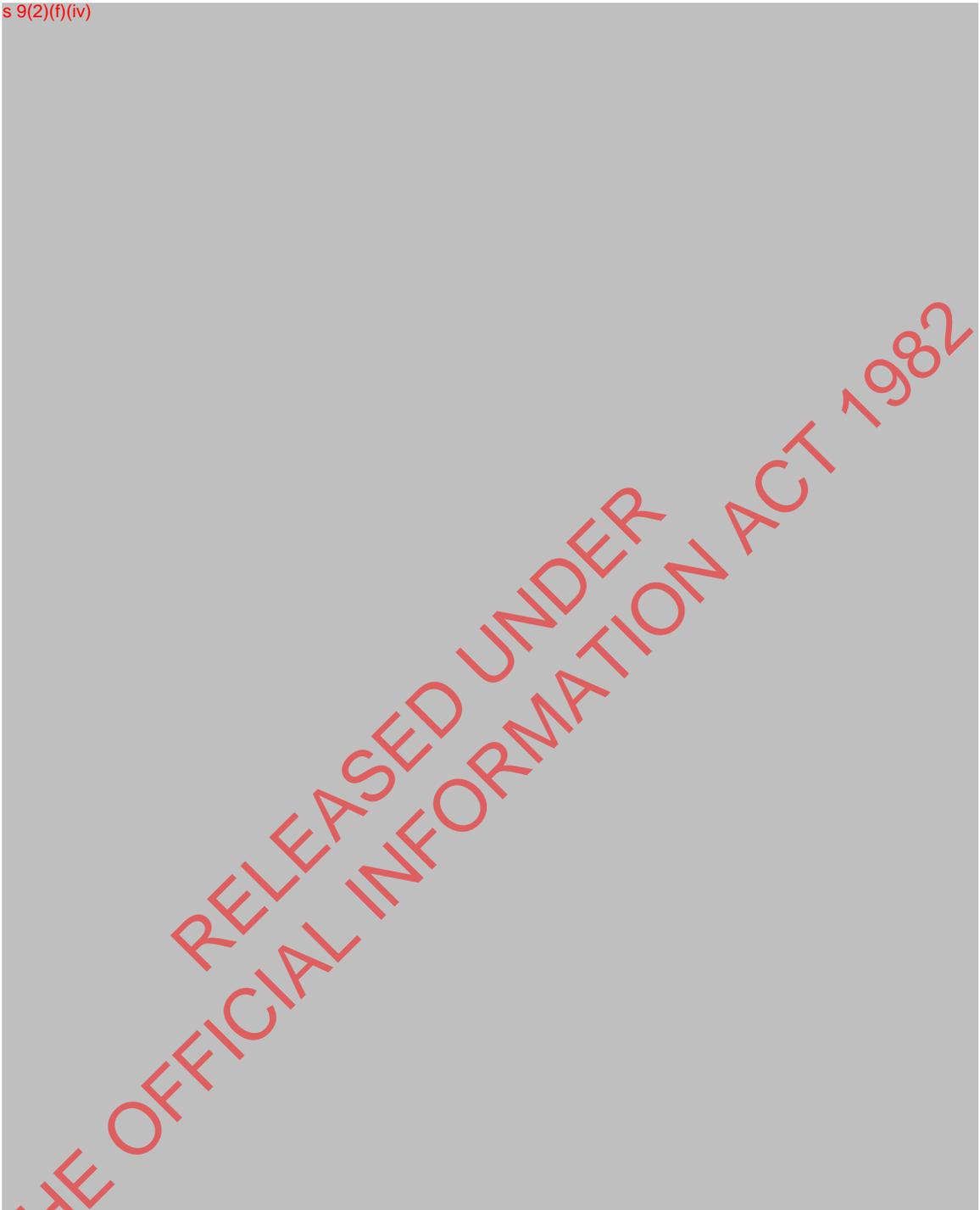
Rebuild phase arrangements

18. s 9(2)(f)(iv)

19.

20.

21.



Delivery arrangements for the recovery phase

- 22. Waka Kotahi's experience with significant large scale recoveries has found that a collaborative recovery model is required to coordinate resources on the ground. The model can be shaped to accommodate the scale of damage and disruption to a wide range of infrastructure assets. It can also allow risk to be ring-fenced and recognise the complexity of potentially involving multiple clients and suppliers.
- 23. An Alliance model, similar to what has been used before for large scale recoveries, Christchurch and Kaikoura, is well suited to uncertainty, the need for pace and

flexibility, with a cost and productivity focus and transparent risk allocation to those best placed to manage it.

24. The Alliance means rather than Waka Kotahi contracting with a single principal contractor for each work package, Waka Kotahi contracts a group of 'Tier 1' contractors to collectively coordinate engineering, design and construction work. Waka Kotahi sees this Alliance model as a collaborative delivery model that prioritises the early involvement of councils, iwi, and regional suppliers. The Alliance will allow Waka Kotahi to readily coordinate resources on the ground and enable delivery at pace across multiple projects. Alliance models are particularly suited for situations requiring 'rapid mobilisation' in response to an event.

25. A wide range of local Tier 2, 3 and 4 contractors, consultants, national specialists and other Tier 1 contractors will be engaged through the Alliance. A key objective will be to support local economic recovery, drawing on local expertise, and leave a local legacy of skills and experience. Through the procurement strategy, the alliance will set clear 'healthy market' targets including a percentage target for local supplier use.

26. s 9(2)(f)(iv)

27. Waka Kotahi is engaging with councils and iwi on the Alliance and is holding 'open house' discussions with local suppliers, including how Tier 2, 3 and 4 suppliers can be involved in the work.

Next steps

28. s 9(2)(f)(iv)

29.

30.

31.

s 9(2)(f)(iv)



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31 March 2023

Document 41

OC230230

Hon Michael Wood
Minister of Transport

Action required by:
Monday, 24 April 2023

Hon Kiri Allan
Associate Minister of Transport

UPDATES TO OUTPUT PLAN 2022/23

Purpose

This briefing seeks your agreement to a number of changes to the Output Plan 2022/23.

Key points

- The Output Plan is an agreement between you and the Ministry on the key deliverables we expect to deliver for you in 2022/23 and early 2023/24.
- For the Output Plan to remain up-to-date, there is a need to amend it during the year. Previous amendments, as advised through Weekly Reports or briefings have been incorporated into the Output Plan set out in Appendix A.
- This briefing proposes a range of changes that:
 - remove some projects from the Output Plan
 - amend the deliverables for some existing projects in the Output Plan
 - add some new projects to the Output Plan.
- The Output Plan changes are set out in Appendix A. Existing matters to be removed are in red text. Additions and other changes to the Output Plan are in green text. Output Plan projects that are the responsibility of the Associate Minister of Transport are set out on page 16 of Appendix A.
- The s 9(2)(f)(iv) [redacted] roadside oral fluid testing' initiative falls within the Associate Minister of Transport's responsibilities. The Associate Minister's office has been advised that we are adding the initiative to the Output Plan. The Associate Minister was advised of the timeframes for this work through the Weekly Report for the week ending 17 March.
- The Ministry considers the proposed changes to be low risk.

Recommendations

We recommend that:

- | | | |
|---|---|----------|
| 1 | Minister Wood agree changes (a) to (j) and (l) to the Output Plan 2022/23 (as set out below) | Yes / No |
| 2 | Minister Allan agree change (k) to the Output Plan 2022/23 (as set out below) | Yes / No |

Projects removed from the Output Plan

- | | | |
|-----|---|----------|
| (a) | <i>Project 1J Scrappage Scheme</i>
Remove the project from the Output Plan | Yes / No |
| (b) | <i>Project 1K Social Licensing Scheme</i>
Remove the project from the Output Plan | Yes / No |
| (c) | <i>Project 1L Sustainable Biofuels Obligations</i>
Remove the project from the Output Plan | Yes / No |

Projects with amended deliverables

- | | | |
|-----|---|--------------------------|
| (d) | s 9(2)(f)(iv) | |
| (e) | <p><i>Project 3A GPS 2024</i></p> <p>Change and move two deliverables:</p> <ul style="list-style-type: none"> • 'Cabinet approves release of draft GPS for consultation (February 2023) and engagement roadshow' in Q3 to 'Cabinet approves release of draft GPS for consultation (May 2023) and engagement roadshow occurs' in Q4. • Change and Move deliverable 'Cabinet approves publication of final (May/June 2023) in Q4 to 'Cabinet approves publication of final (July/August 2023)' in Q1 2023/24. | Yes / No

Yes / No |
| (f) | <p><i>Project 4G Auckland Transport Alignment Project (ATAP)</i></p> <p>Change deliverable from 'Deliver a set of outcomes and associated measures endorsed by Cabinet and Auckland Council' in Q4 to 'Deliver the Tāmaki Makaurau Transport Plan' in Q4.</p> | Yes / No |

Projects added to the Output Plan

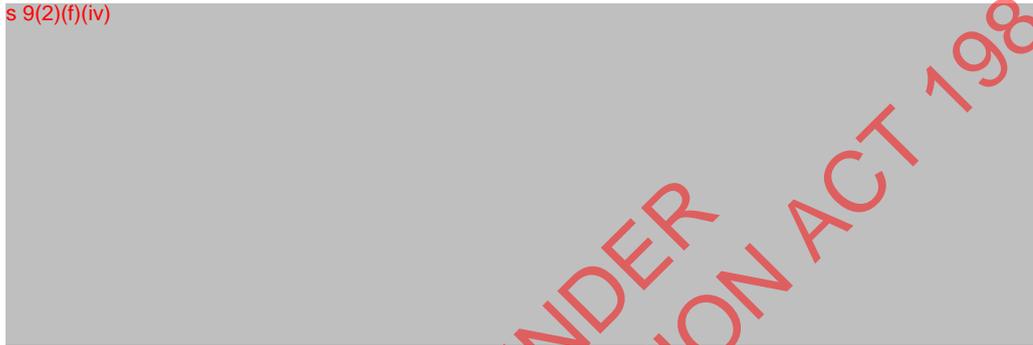
(g) *Project 1T Clean Car Discount Review*

Include a new project in the Output Plan with two following deliverables:

- 'Draft Cabinet paper to Minister on review of the scheme' in Q3 Yes / No
- 'Further work, if any, to be determined after Cabinet has taken its decisions' in Q4. Yes / No

(h)

s 9(2)(f)(iv)



Yes / No
Yes / No
Yes / No

(i) *Project 4O Speed Management Rule*

Include a new project in the Output Plan with a deliverable 'Provide advice to Minister on the scope of any changes required to the speed rule' in Q4.

Yes / No

(j) *Project 4P Cyclone recovery*

Include a new project in the Output Plan with two deliverables:

- s 9(2)(f)(iv) Yes / No
- 'Outline of transport work programme for Extreme Weather Recovery Committee included in briefing to Minister' in Q4 Yes / No

(k)

s 9(2)(f)(iv)

s 9(2)(f)(iv)



roadside oral fluid testing

Yes / No
Yes / No
Yes / No

(l) *Project 4R Waitematā Harbour Connections (WHC)*

Include a new project in the Output Plan with two deliverables:

- 'Provide support for Cabinet oral item on ALR & WHC' in Q4
- 'Draft Cabinet paper to Minister on emerging preferred option' in Q1 2023/24.



Robyn Smith
Deputy Chief Executive, Corporate Services

..31... / .3..... / .23.....

Hon Kiri Allan Wood
Associate Minister of Transport

..... / /

Hon Michael Wood
Minister of Transport

..... / /

- Minister's office to complete:**
- Approved Declined
- Seen by Minister Not seen by Minister
- Overtaken by events

Comments

Contacts

Name	Telephone	First contact
Hilary Penman, Manager Ministerial Services	s 9(2)(a)	✓
Robert McShane, Principal Adviser Ministerial Services		
Robyn Smith, Deputy Chief Executive, Corporate Services		

UPDATES TO OUTPUT PLAN 2022/23

Purpose of the Output Plan

The Output Plan is an agreement between you and the Chief Executive of the Ministry of Transport, Audrey Sonerson. It sets out the key deliverables we expect to deliver for you in 2022/23.

We provide this to you to ensure we are focussed on the achievement of your priorities. There is a need to ensure that the Output Plan remains up-to-date as the year progresses and that it reflects changes in both priorities and the timing of work.

Updated Output Plan

An updated Output Plan is attached (Appendix A refers). The update:

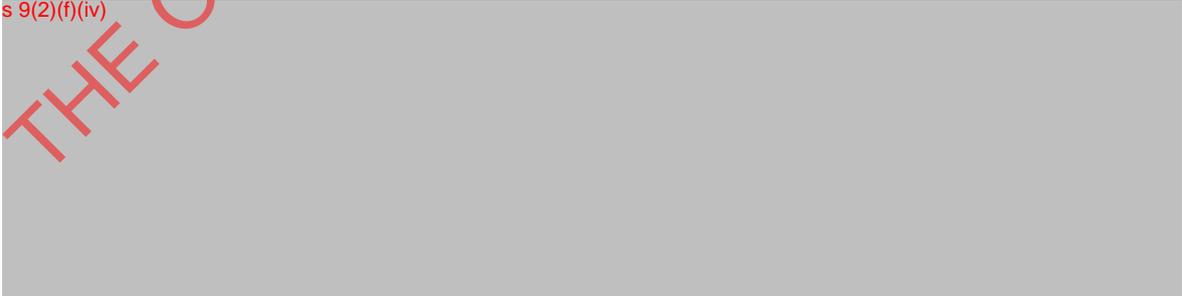
- removes some projects
- changes the deliverables for some projects
- adds some new projects

The specific amendments to the Output Plan are set out below, along with a brief explanation for the amendment:

Projects removed from the Output Plan

- (a) *Project 1J Scrappage Scheme*
Reason removed: The Government agreed that this project should be reprioritised.
- (b) *Project 1K Social Licensing Scheme*
Reason removed: The Government agreed that this project should be reprioritised.
- (c) *Project 1L Sustainable Biofuels Obligations*
Reason removed: The Government agreed that this project should be stopped.

Projects with amended deliverables

- (d) s 9(2)(f)(iv)

- (e) *Project 3A GPS 2024*
Replace deliverable: 'Cabinet approves release of draft GPS for consultation (February 2023) and engagement roadshow' in Q3
With: 'Cabinet approves release of draft GPS for consultation (May 2023) and engagement roadshow occurs' in Q4.

Replace and Move deliverable: 'Cabinet approves publication of final (May/June 2023) in Q4

With: 'Cabinet approves publication of final (July/August 2023)' in Q1 2023/24.

Reason for change: The change is necessary to ensure that the GPS appropriately responds to the impacts of Cyclone Gabrielle and that local authorities are able to engage effectively in the consultation process.

(f) *Project 4G Auckland Transport Alignment Project (ATAP)*

Replace deliverable 'Deliver a set of outcomes and associated measures endorsed by Cabinet and Auckland Council' in Q4 to 'Deliver the Tāmaki Makaurau Transport Plan' in Q4.

Reason for change: The Transport Plan work has been commissioned since agreeing this deliverable and it makes sense to incorporate the outcomes work into the Transport Plan.

Projects added to the Output Plan

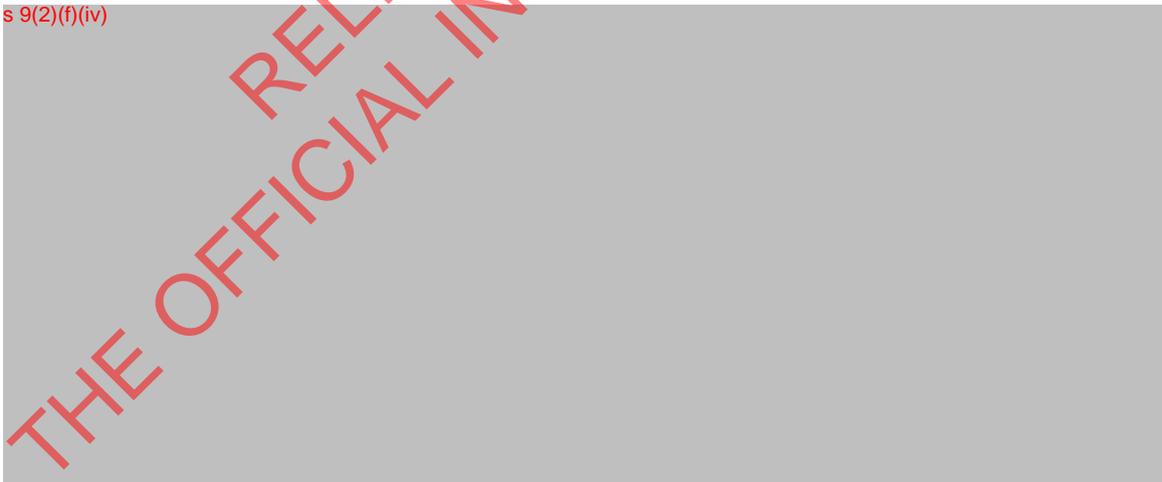
(g) *Project 1T Clean Car Discount Review*

Include a new project in the Output Plan with the following deliverables:

- 'Draft Cabinet paper to Minister on review of the scheme' in Q3
- 'Further work, if any, to be determined after Cabinet has taken its decisions' in Q4.

Reason project included in the Output Plan: This is a significant project that will impact the future operation of the scheme and its contribution to emissions reduction.

(h) s 9(2)(f)(iv)



(i) *Project 4O Speed Management Rule*

Include a new project in the Output Plan with a deliverable 'Provide advice to Minister on the scope of any changes required to the speed rule' in Q4.

Reason project included in the Output Plan: Cabinet recently agreed to narrow the focus of the Speed Management Programme and delegated authority to the Minister of Transport to make changes to the relevant Land Transport Rules if required. We need to consider whether any changes are needed to the Rule and provide advice.

(j) *Project 4P Cyclone recovery*

Include a new project in the Output Plan with two deliverables:

- s 9(2)(f)(iv)
- 'Outline of transport work programme for Extreme Weather Recovery Committee included in briefing to Minister' in Q4

Reason project included in the Output Plan: This is a new project that addresses the Ministry's response activities to Cyclone Gabrielle.

(k) s 9(2)(f)(iv) *roadside oral fluid testing*

s 9(2)(f)(iv)



(l) *Project 4R Waitematā Harbour Connections (WHC)*

Include a new project in the Output Plan with two deliverables:

- 'Provide support for Cabinet oral item on ALR & WHC' in Q4
- 'Draft Cabinet paper to Minister on emerging preferred option' in Q1 2023/24

'Reason project included in the Output Plan: Timelines for this work have been brought forward and delivery outputs clarified since the earlier version of the output plan

Appendix A

Output Plan 2022/23

March 2023

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Contents

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Version	Status	Date
Version: 1.0	Approved	3 October 2022
Version: 2.0		31 March 2023

The Output Plan 2022/23

The Output Plan 2022/23 is an agreement between the Minister of Transport and the Chief Executive of the Ministry of Transport on:

- specific initiatives that the Ministry will strive to achieve to support the Minister to deliver on the Government's priorities.

The Output Plan provides clarity on what the Ministry intends to deliver

The purpose of the Output Plan is to provide clarity on what is expected of the Ministry throughout the year. This provides the Minister, as the Responsible Minister, with a deeper understanding of the work that the Ministry will undertake and the ongoing trade-off decisions that have to be made.

We will strive to deliver the Output Plan

The Ministry will strive to complete the initiatives and deliverables in this plan.

But we know from experience that circumstances will change and that this will impact on when deliverables can be achieved.

Regular reviews of the Output Plan will make it a living plan

Regular reviews of this plan will keep it up-to-date and enable the Ministry to make resource reallocations, if needed.

The review process will also facilitate trade-off discussions as new work is contemplated during the year.

The Ministry's Business as Usual (BAU) programmes

The Ministry has a large volume of BAU work that either forms part of our wider policy and operational programme or provides support for those wider programmes. Some of this work we are required to do by statute. Examples of BAU work includes

- Crash data analysis and reporting
- Crown entity monitoring
- Major investment programme monitoring
- Ministerial correspondence – draft replies to approximately 400 items of Ministerial correspondence
- OIAs – respond to approximately 200 OIA requests
- Six monthly National Land Transport Fund revenue forecasting
- Regulatory stewardship work programme
- Transport Rules Programme

Key programmes to develop capability and improve the quality of the Ministry's policy advice

Our key programmes include:

- Hei Arataki/The Ministry's Māori Strategy: This has been developed to improve transport outcomes for Māori.
- Improving policy quality: This is our broader work programme to strengthen policy capability and quality across the Ministry.
- Transport Evidence Base Strategy: The Strategy ensures that the transport sector has the necessary data and information to support evidence-based policy decisions, and the sector is investing in the right research to support this.

How we contribute to major cross-government initiatives

The transport system contributes to New Zealand's economic development and social wellbeing, and it interacts with most parts of the economy and society on a daily basis. This means that the Ministry is engaged in several government-wide initiatives to ensure that the role of transport is appropriately taken into account through other agencies' policy development processes. Key examples of our cross-government engagement are:

- Climate change
- Resource Management Act reforms
- Auckland Transport Alignment Project
- Engagement with local government.

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MINISTER OF TRANSPORT RESPONSIBILITIES

This section of the Output Plan sets out what the Ministry expects to deliver to meet the Minister of Transport's priorities. This section allows the Minister to track progress during the year and make trade-offs if new higher priority initiatives need to be added to the Output Plan during the year.

Programme 1: Decarbonising Transport

SRO Bryn Gandy – Ph: 021 247 7988

Sep – Dec 22

Jan – Mar 23

Apr – Jun 23

Jul – Sep 23

Project 1B ERP Action Plan: Produce an action plan that more clearly articulates roles, responsibilities, and timeframes for transport actions in the ERP

Manager: Ewan Delany- Environment, Emissions and Adaptation

Resourcing: This project is identified as needing a **medium** level of resourcing (2-3 FTE)

Draft action plan completed in September

Finalised action plan in December

Project 1C: ERP Decarbonising Transport Monitoring Framework: To develop a high-level and flexible monitoring framework that support agencies to monitor a variety of ERP transport interventions

Manager: Joanne Leung- Research, Economics and Evaluation

Resourcing: This project is identified as needing a **low** level of resourcing (<2 FTE)

Draft complete for internal review

Draft monitoring provided to Minister in December

Monitoring framework finalised and published

Project 1D: National Freight and Supply Strategy: To produce a shared view of the supply chain system and develop a future direction for the supply chain

Manager: Harriet Shelton- Supply Chain

Resourcing: This project is identified as needing a **high** level of resourcing (>4 FTE)

Supply chain Ministers conversation

Draft strategy document to Minister

s 9(2)(f)(iv)

Strategy produced in March

Drafting of implementation plans and research programme underway

Draft implementation framework

s 9(2)(f)(iv)

Project 1F: Public Transport Operating Model: Review the framework for operating and contracting public transport services

Manager: Helen White- Mobility and Safety

Resourcing: This project is identified as needing a **high** level of resourcing (4 FTE)

Provide a draft Cabinet paper seeking approval to introduce legislation

Programme 1: Decarbonising Transport

SRO Bryn Gandy – Ph: 021 247 7988

Sep – Dec 22

Jan - Mar 23

Apr – Jun 23

Jul-Sep 23

Project 1G: Support initiatives to increase the uptake of e-bikes: To identify initiatives to support uptake of e-bikes.

Manager: Ewan Delany- Environment, Emissions and Adaptation

Resourcing: This project is identified as needing a **low level** of resourcing (<1 FTE)

s 9(2)(f)(iv)

Project 1H VKT reduction targets: Set sub-national VKT reduction targets for Aotearoa New Zealand's major urban areas (Tiers 1 and 2) by the end of 2022

Manager: Holly Walker- Environment & Emissions Strategy

Resourcing: This project is identified as needing a **medium** level of resourcing (2-3 FTE)

Draft sub-national VKT targets consulted on with councils and Minister briefed.

Targets agreed in principle by Cabinet by December 2022

Engagement with local / regional councillors completed

Sub-national VKT targets inform the development of RLTPs (ongoing)

Project 1I: ICE Vehicles: Consider further measures needed – from 2027 – to increase the fuel efficiency of the imported fleet and avoid high-emitting vehicles being dumped onto our market. This will help avoid Aotearoa being a dumping ground for high-emitting vehicles

Manager: Matt Skinner, Environment & Emissions Policy Design

Resourcing: This project is identified as needing a **low level** of resourcing (<1 FTE)

Advice to Minister on options and Cabinet report back scheduled for October

Project 1J Scrapage Scheme: Implement an equity-oriented vehicle scrap-and-replace scheme to make cleaner vehicles and low-emissions alternatives affordable for low-income households

Manager: Ewan Delany- Environment, Emissions and Adaptation

Resourcing: This project is identified as needing a **low level** of resourcing (<2 FTE)

Cabinet paper 30 November 2022 – decisions on the final policy design for trial

April 2023 – launch of trial

Project 1K Social Licensing Scheme: Support social leasing schemes to make cleaner vehicles affordable for low-income households

Manager: Ewan Delany- Environment, Emissions and Adaptation

Resourcing: This project is identified as needing a **low level** of resourcing (<2 FTE)

Advice to Cabinet on set up and initial draw down of funding for the social leasing scheme

Cabinet paper on final design of the scheme

April 2023 – launch of trial

Project 1L Sustainable Biofuels Obligations: Implement the Sustainable Biofuels Obligation, which requires liable fuel suppliers to reduce the total emissions of the fuels they supply by a set percentage each year through the deployment of biofuels (in blended or neat form)

Manager: Ewan Delany- Environment, Emissions and Adaptation

Resourcing: This project is identified as needing a **low level** of resourcing (<1 FTE)

Cabinet paper seeking approval of final regulations and Bill (TBC, pending decisions by Ministers)

Bill available for introduction

Programme 1: Decarbonising Transport

SRO Bryn Gandy – Ph: 021 247 7988

Sep – Dec 22

Jan – Mar 23

Apr – Jun 23

Jul – Sep 23

Project 1M Decarbonising Aviation Leadership Body: Establish a public-private leadership body focussed on decarbonising aviation, including operational efficiencies, infrastructure improvements, and frameworks to encourage research, development and innovation in sustainable aviation

Manager: Holly Walker, Environment & Emissions Strategy

*Resourcing: This project is identified as needing a **low** level of resourcing (<2 FTE)*

Advice on design and membership of public-private leadership body, s 9(2)(f)(iv)

First meeting of the leadership body (subject to Ministers decisions)

Project 1N: Sustainable Aviation Fuel Mandate: Implement a sustainable aviation fuel (SAF) mandate

Manager: Holly Walker, Environment & Emissions Strategy

*Resourcing: This project is identified as needing a **low level** of resourcing (<1 FTE)*

Briefing and Cabinet paper on proposed high-level policy settings, (subject to Ministers decisions on timing of biofuels work)

Project 1O Euro 6/VI: Implement Euro 6/VI standards

Manager: Matt Skinner- Environment & Emissions Policy Design

*Resourcing: This project is identified as needing a **low** level of resourcing (<2 FTE)*

Cabinet paper seeking approval to consult on rule change

Public consultation undertaken and Cabinet decision on rule change

Project 1P: International Work: International aviation and maritime emissions work

Manager: Holly Walker, Environment & Emissions Strategy

*Resourcing: This project is identified as needing a **medium** level of resourcing (2-3 FTE)*

Participation in ICAO negotiations

Participation in IMO negotiations

Project 1Q Clean Vehicle Standard: Implement the Clean Vehicle Standard to increase the quantity and variety of low and zero emission vehicles supplied to Aotearoa

Manager: Matt Skinner, Environment & Emissions Policy Design

*Resourcing: This project is identified as needing a **low** level of resourcing (<2 FTE)*

Completed targeted consultation on draft regulations

Regulation approved by Cabinet

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Programme 1: Decarbonising Transport

SRO Bryn Gandy – Ph: 021 247 7988

Sep – Dec 22

Jan – Mar 23

Apr – Jun 23

Jul – Sep 23

Project 1R Transport Choices: \$350 million of Budget 2022 funding to support activities, services and infrastructure that reduces reliance on cars and enables the uptake of active and shared travel modes, such as walking, cycling and PT.

Manager: Tim Herbert- Investment

Resourcing: This project is identified as needing a **low** level of resourcing (1-2 FTE)

Report back to joint Ministers on proposed projects within each investment area

Stand up design and delivery model established

s 9(2)(f)(iv)

Project 1T: Clean Car Discount Review: This will review the ongoing settings for the Clean Car Discount Scheme

Manager: Matt Skinner – Manager, Environment & Emissions Policy Design

Resourcing: This project is identified as needing a **low** level of resourcing (<1 FTE)

Draft Cabinet paper to Minister on review of the scheme

Further work, if any, to be determined after Cabinet has taken its decisions

s 9(2)(f)(iv)

s 9(2)(f)(iv)

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Programme 2: Transit

SRO Brent Johnston – Ph: 022 066 4401

Sep – Dec 22

Jan – Mar 23

Apr-Jun 23

Jul – Sep 23

Project 2A: Auckland Light Rail- Detailed Planning Phase: This phase of the Auckland Light Rail project will ultimately support Ministers (in consultation with other Sponsors) to make a Final Investment Decisions, whilst making the necessary preparations for delivery and operation.

Manager: Gareth Fairweather- Auckland Light Rail

*Resourcing: This project is identified as needing a **high** level of resourcing (>4 FTE)*

Cabinet paper provided to Sponsoring Ministers agreeing to establish a Schedule 2 Crown Entity Company

Advice to Sponsoring Ministers on a Project Planning Agreement, necessary for the establishment of the Schedule 2 Crown Company

Process initiated to invite nominations for mana whenua sponsors representation

Recommendations provided to Sponsoring Ministers on the second round of appointments to the ALR Board

Advice on legislative pathway for Auckland Light Rail

s 9(2)(f)(iv)

s 9(2)(f)(iv)

Project 2B: Rapid Rail – Hamilton to Auckland Corridor: Business case process investigating faster rail between Hamilton and Auckland to integrate and strengthen the respective labour, housing, and business markets.

Manager: Jess Ranger- Placemaking and Urban Development

*Resourcing: This project is identified as needing a **low** level of resourcing (<2 FTE)*

Hamilton to Auckland Intercity Connectivity Indicative Business Case completed.
Land-use and transport integration study completed

s 9(2)(f)(iv)

Project 2D: Christchurch Mass Transit: Investigation by the joint government agency and local authority Whakawhanake Kāinga Committee (Urban Growth Partnership for Greater Christchurch) into the potential of mass rapid transit.

Manager: Jess Ranger- Placemaking and Urban Development

*Resourcing: This project is identified as needing a **low** level of resourcing (<2 FTE)*

Stage 2 and 3 of the MRT IBC

Public consultation on MRT

MRT IBC finalised and reported to the Whakawhanake Kāinga Committee. Advice provided to Minister on preferred way forward.

Programme 2: Transit

SRO Brent Johnston – Ph: 022 066 4401

Sep – Dec 22

Jan – Mar 23

Apr-Jun 23

Jul – Sep 23

Project 2E: Inter-regional passenger rail select committee inquiry: Transport and Infrastructure Committee inquiry into the future of inter-regional passenger rail in New Zealand.

Manager: Jess Ranger- Placemaking and Urban Development

*Resourcing: This project is identified as needing a **low** level of resourcing (<2 FTE)*

Public submissions process undertaken.

Project 2F: Let's Get Wellington Moving: WCC, GWRC, and Waka Kotahi initiative for investments in mass rapid transit, walking and cycling, public transport, and State highway improvements to develop a transport system that provides greater liveability, enhanced urban amenity and development; efficient and reliable transport access; mode shift carbon emissions reduction vehicles; improves safety for all users; and provides resilience and adaptability to disruptions and unplanned events.

Manager: Marian Willberg- Demand Management and Revenue

*Resourcing: This project is identified as needing a **low** level of resourcing (<2 FTE)*

We understand that much of the 3-year programme will commence construction in 2023, and the detailed business case for the transformational components (mass rapid transit and state highway improvements) will be in progress. The Ministry will participate in the 'mega projects' work being led by the Treasury, including (or separately) work on the approach to funding MRT. We will update your office on timing for advice, subject to further discussion with Treasury.

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Programme 3: Revenue and Investment

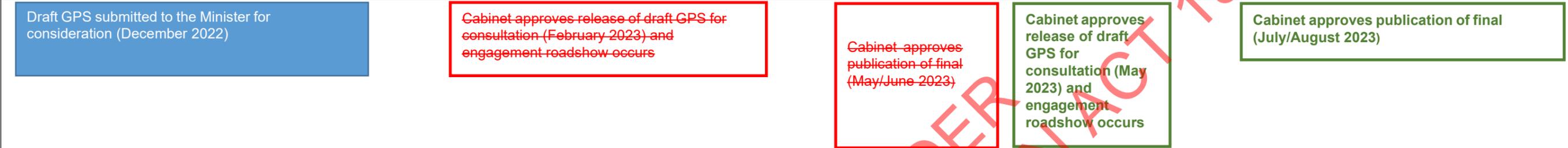
SRO Bryn Gandy – Ph: 021 247 7988



Project 3A: GPS2024: The Government Policy Statement 2024 will set the Government's investment strategy for the land transport system from 2024/25 to 2033/34.

Manager: Tim Herbert- Investment

Resourcing: This project is identified as needing a **high** level of resourcing (>4 FTE)



Project 3B: Budget 2023: The Ministry will support the Minister of Transport to develop the Budget 2023 Vote Transport package (including the Climate Emergency Response Fund), for the Minister of Finance's consideration.

Manager: Tim Herbert- Investment

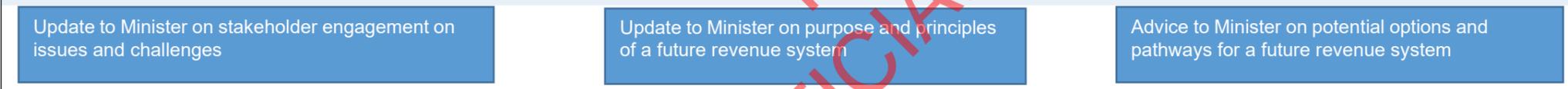
Resourcing: This project is identified as needing a **high** level of resourcing (>4 FTE)



Project 3C: Future of the Revenue System: Design how we will pay for land transport in the future in response to changes in the way New Zealanders will travel and shifting expectations about the purpose and function of the transport system

Manager: Marian Willberg- Demand Management and Revenue

Resourcing: This project is identified as needing a **high** level of resourcing (>4 FTE)



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Sep – Dec 22

Jan – Mar 23

Apr – Jun 23

Jul – Sep 23

Project 3D: Network Funding and Revenue: Stewardship of the existing revenue system: ensuring that the rates and settings of the revenue system are effective, efficient, and fit for purpose. Work under this activity includes revenue monitoring, FED and RUC rates, RUC Reforms 2022, Land Transport Revenue Review (joint project), assessing tolling proposals, Regional Fuel Tax, Funding and Financing Toolkit

Manager: Marian Willberg- Demand Management and Revenue

*Resourcing: This project is identified as needing a **high** level of resourcing (4 FTE)*

Advice to Minister on the light EV RUC exemption ending

Report back to Minister on the results of the RUC Review 2022 consultation and potential next steps (including measures that could support decarbonisation)

Joint report to Ministers on the Land Transport Revenue Review – options for supporting the short-medium term sustainability of the NLTF – this will include how mega projects and approach to MRT funding will be progressed

Draft Cabinet paper to Minister on Penlink Tolling Order

Project 3E: Section 9 Triennial Review: The review for additional funding under section 9(1) is carried out triennially to ensure adequate financial resources are provided to the search and rescue, recreational boating safety, and safety awareness sectors so they may continue to provide their services.

Manager: Tim Herbert- Investment

*Resourcing: This project is identified as needing a **medium** level of resourcing (3-4 FTE)*

Final recommendations submitted to Joint Ministers of Transport and Finance for consideration

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Programme 4: Other Key Initiatives



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Programme 4: Other Key Initiatives

Sep – Dec 22

Jan – Mar 23

Apr – Jun 23

Jul – Sep 23

Project 4G: Auckland Transport Alignment Project (ATAP) – Strategic Programme: Deliver a set of outcomes and associated measures endorsed by Cabinet and Auckland Council

Manager: Karen Lyons- Auckland

Resourcing: This project is identified as needing a **low** level of resourcing (>2 FTE)

Deliver a set of outcomes and associated measures endorsed by Cabinet and Auckland Council

Deliver the Tāmaki Makaurau Transport Plan

Project 4H: Auckland Transport Alignment Project (ATAP) – Implementation Reporting: To provide a report to the political sponsors on ATAP delivery and wider considerations

Manager: Karen Lyons - Auckland

Resourcing: This project is identified as needing a **low** level of resourcing (<2 FTE)

Implementation report to ATAP political sponsors

Implementation report to ATAP political sponsors

Project 4I: Tamaki Makaurau Equity Programme: Working across Government agencies in Tāmaki Makaurau to provide an equity issues and considerations paper.

Manager: Karen Lyons - Auckland

Resourcing: This project is identified as needing a **low** level of resourcing (<2 FTE)

Issues and considerations paper to ATAP political sponsors

Project 4R: Waitematā Harbour Connections (WHC): Work with Waka Kotahi to provide advice on WHC.

Manager: Karen Lyons – Director, Auckland

Resourcing: This project is identified as needing a **low** level of resourcing (<2 FTE)

Provide support for Cabinet oral item on ALR & WHC

Draft Cabinet paper to Minister on emerging preferred option

Project 4J: Manukau Harbour Feasibility Study: To assess the engineering feasibility of a potential port in Manukau Harbour

Manager: Harriet Shelton- Supply Chain

Resourcing: This project is identified as needing a **low** level of resourcing (<2 FTE)

Consultants procured and work commenced.

Interim study findings

Final study findings and recommendations

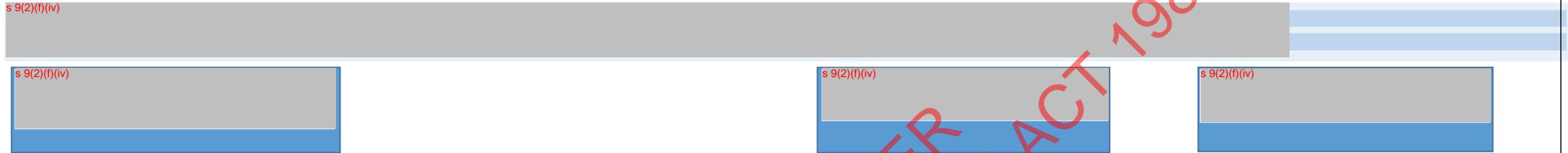
Project 4K: Road to Zero Action Plan 2023-2025: Develop a public document that sets out the key actions for Government to deliver on the Road to Zero Strategy for the next three years.

Manager: Helen White- Mobility and Safety

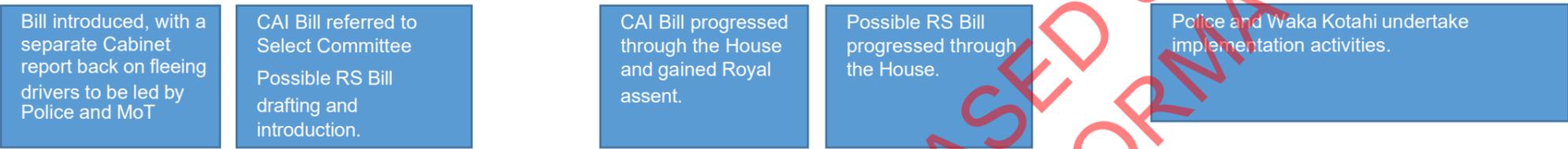
Resourcing: This project is identified as needing a **low** level of resourcing (<1 FTE)

Cabinet paper seeking to publish the final Road to Zero Action Plan 2023-25 to Minister

Programme 4: Other Key Initiatives



Project 4M: Criminal Activity Intervention Bill (CAI Bill) and possible Road Safety Bill (RS Bill): Expansion of the power for Police to seize and impound vehicles ^{s 9(2)(f)(iv)} Additional work to address fleeing drivers and ^{s 9(2)(f)(iv)}
 Manager: Megan Moffet-Regulatory Policy Resourcing: This project is identified as needing a **high** level of resourcing (4 FTE)



Project 4O: Speed Management Rule: Consider possible changes to the Land Transport Rule: Setting of Speed Limits 2022 in light of Prime Minister's announcement to narrow the focus to the most dangerous one percent of state highways, and make targeted changes to speeds around schools, marae and in townships that State Highways transit
 Manager: Helen White – Mobility and Safety Resourcing: This project is identified as needing a **low** level of resourcing (<1 FTE)



Project 4P: Cyclone Recovery: Providing advice on the implications of Cyclone Gabrielle on the transport system, including how transport the transport services can be restored and enhanced to provide greater resilience for the future.
 Manager: Richard Cross – Director, System Performance & Governance Resourcing: This project is identified as needing a **high** level of resourcing (>4 FTE)



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ASSOCIATE MINISTER OR TRANSPORT RESPONSIBILITIES

Programme 4: Other Key Initiatives



Project 4N: Regulatory Systems Transport Amendment Bill (2): Makes several regulatory stewardship changes to transport legislation
Manager: Megan Moffet-Regulatory Policy
Resourcing: This project is identified as needing a **low/medium** level of resourcing (2 FTE)

Provide draft Cabinet paper seeking agreement to policy proposals

Drafting instructions provided to PCO

Drafting underway by PCO (subject to engagement with PCO)

s 9(2)(f)(iv) roadside oral fluid testing: s 9(2)(f)(iv)
Manager: Helen White – Mobility and Safety

s 9(2)(f)(iv)

s 9(2)(f)(iv)

s 9(2)(f)(iv)

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