

Proactive Release

This document is proactively released by Te Manatū Waka the Ministry of Transport.

Some information has been withheld on the basis that it would not, if requested under the Official Information Act 1982 (OIA), be released. Where that is the case, the relevant section of the OIA has been noted and no public interest has been identified that would outweigh the reasons for withholding it.

Listed below are the most commonly used grounds from the OIA.

<u>Section</u>	<u>Description of ground</u>
6(a)	as release would be likely to prejudice the security or defence of New Zealand or the international relations of the New Zealand Government
6(b)	as release would be likely to prejudice the entrusting of information to the Government of New Zealand on a basis of confidence by <ul style="list-style-type: none"> (i) the Government of any other country or any agency of such a Government; or (ii) any international organisation
6(c)	prejudice the maintenance of the law, including the prevention, investigation, and detection of offences, and the right to a fair trial
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
9(2)(ba)(ii)	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 otherwise to damage the public interest
9(2)(f)(ii)	to maintain the constitutional conventions for the time being which protect collective and individual ministerial responsibility
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)(i)	to enable a Minister of the Crown or any public service agency or organisation holding the information to carry out, without prejudice or disadvantage, commercial activities
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)

<p>June 23, 2022</p>	<p>Electric vehicle supply A new high production volume electric SUV model, the Tesla Model Y, is now on sale in New Zealand for \$78,000 (eligible for rebate), with shipments expected in batches from August to December 2022 (www.tesla.com). In most markets this is regularly a best-selling EV model, which bodes well for us in helping improve supply volumes this year. out of scope</p> <p>[REDACTED]</p>	<p>Next steps: out of scope</p> <p>[REDACTED]</p>
<p>June 3, 2022</p>	<p>out of scope</p> <p>[REDACTED]</p>	<p>out of scope</p> <p>[REDACTED]</p>

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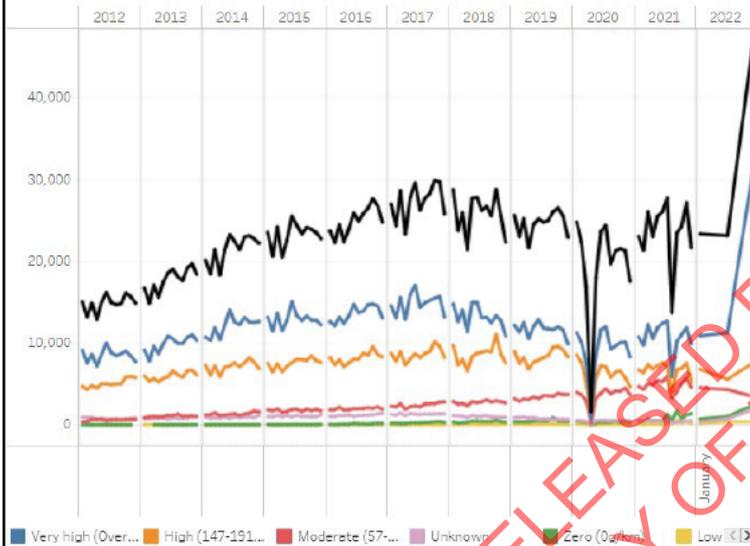
	Changes to rebate amounts or criteria would require Cabinet approval only, whereas changes to charges would rely on amending a regulation.	
May 20, 2022	out of scope [Redacted]	out of scope [Redacted]
April 22, 2022	out of scope [Redacted]	out of scope [Redacted]
April 14, 2022	Discount scheme operation: The Ministry is monitoring the situation regarding some vehicles having incorrect CO2 data when being registered and are providing assistance to Waka Kotahi on this. We have also asked Waka Kotahi to report how many vehicles are being excluded from paying fees (e.g. disability vehicles) so this can be monitored. out of scope [Redacted]	Next steps: out of scope [Redacted]

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	<p>out of scope</p> <p>under active consideration</p>	
<p>April 8, 2022</p>	<p>out of scope</p> <p><u>The full launch of the Discount distorted March registrations:</u> A significant distortion to vehicle registrations occurred late March and early April, as expected, due to the introduction of rebates and charges. In March, over 30,000 new and used imports were registered in the very high emissions band (above 192g of CO2) that would incur a charge if registered in April (refer blue line below). This is a threefold increase in the average monthly volume of that segment, and caused the overall volume of monthly vehicle registrations to reach over 1.5 times higher than previously recorded. Most of the increase was in new utes and used import station wagons/SUVs. By contrast on 1 April 2022, the day charges commenced, only 14 vehicles were registered in that band.</p> <p>Moderate/low emission vehicles that would begin to be eligible for rebates in April were slightly down (by about 800) in March (refer red line below). Over 1300 such vehicles were registered on the 1 April alone; suggesting buyers delayed registration to collect rebates.</p>	<p>Next Steps: For your information only there are no next steps.</p>

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Almost 20% of new passenger vehicle sales were EV or PHEV in March, a new record, helped in part by the timing of a number of EV shipments (green and yellow lines). Officials expect a less distorted and more settled pattern to registration figures from May onwards. *Monthly registrations by CO2 band over the past decade (black line is total):*



Mar 25, 2022

out of scope



Global Comparison

As requested, we have included information comparing battery and plug-in hybrid passenger car uptake between New Zealand and other markets for 2021.

Uptake in leading markets:

- Norway: 87%
- Iceland: 69%
- Sweden: 45%
- Denmark: 35%
- Finland: 31%
- Netherlands: 30%.

Key global markets and other RHD markets:

- UK: 19%

Next Steps:
FYI only - there are no next steps.

	<ul style="list-style-type: none"> • Europe: 17% • China: 15% • New Zealand: 8% • US: 7% • Australia: 2% • Japan: Less than 1% 	
Mar 18, 2022	<p>under active consideration</p> <p>[REDACTED]</p> <p>Systems and legislation in place for 1 April launch The Funding Deed you signed and the updated fuel economy labelling regulations approved by Executive Council in recent days means the final necessary approvals, paperwork and legislation are in place to commence the full Clean Car Discount on time on 1 April 2022. Waka Kotahi have begun a public communications campaign (“Go a little green, get a lot back”), and with the Ministry have made information available online and to industry to support the launch.</p>	<p>under active consideration</p> <p>[REDACTED]</p>
Mar 11, 2022	<p>out of scope</p> <p>[REDACTED]</p> <p>under active consideration</p> <p>[REDACTED]</p> <p>Fossil fuel and nickel prices The conflict in Ukraine and its impact on oil prices will highlight the savings available from more efficient, hybrid and zero emissions vehicles, making the extension of incentives to a much wider range of cleaner vehicles from 1 April 2022 timely. Impacts are also being seen however on the price of BEVs. For example, Nickel has recently become a more favoured metal for</p>	<p>Next Steps: out of scope</p> <p>[REDACTED]</p>

	<p>use in EV batteries, displacing cobalt due to cost and poor human labour practices. Nickel prices are rising past 15-year highs, as Russian supplies are hit with sanctions, which could increase battery prices 6%. Batteries are a major component of the cost of BEVs.</p>	
<p>Mar 4, 2022</p>	<p>Rule and Regulations circulated with industry Officials have informed key vehicle industry stakeholders of the recent Rule and Regulations made to support the Clean Vehicles programme, including providing updated calculators. Waka Kotahi has updated the dealer resource at http://dealer.rightcar.govt.nz to enable dealers to know the correct rebate or fee that applies on vehicles from 1 April 2022. The updates to vehicle fuel economy labelling led by MBIE is expected to be complete in advance of the 1 April launch</p> <p>out of scope</p> <p>out of scope</p>	<p>Next Steps: We will keep you informed through the Weekly Report</p>
<p>Feb 25, 2022</p>	<p>1. We recommend you provide early notice to industry of rebate and fee levels in coming days. Cabinet and executive council are due to confirm regulations agreeing lowered charges on high emission used vehicles on 28 February 2022. This would result in the regulations being publicly gazetted Thursday following. We recommend as a courtesy that you, or officials, notify the Imported Motor Vehicle Industry Association and the Motor Industry Association between Monday and Thursday about the changes and final schedule of rebate/charges. While the text of the regulation should not be prematurely disclosed verbatim, providing formulas, calculators, and a summarised list of excluded vehicles is</p>	<p>Next Steps: Discuss with officials on 28 February 2022 timing and responsibility for providing industry with early notice about rebates and fees.</p>

	<p>appropriate to share with key stakeholders ahead of the final regulation being published.</p> <p>2. Sharing analysis of targets early March. Alongside finalised rebate and fee levels and exclusions, officials plan to provide documentation and give presentations to key vehicle industry stakeholders during March about the Clean Vehicle policies, to ensure good understanding and support industry with implementation. We would like to circulate the analysis of CO2 targets recently provided by the ICCT at this time, now that the targets have been finalised in the Act. We seek your support to release that paper [OC210876 refers] early March.</p> <p>3. out of scope</p> <p>[REDACTED]</p>	
<p>Feb 4, 2022</p>	<p>Update on the Clean Vehicles Programme</p> <p>The Clean Vehicles programme is progressing to plan. You will be aware that the second reading of the Clean Vehicles Bill is scheduled for 8 February 2022, with Committee of the whole House (9 February 2022) and third reading (10 February 2022) following in quick succession. This timeframe allows for the full Clean Vehicle Discount scheme to be in force by 1 April 2022. Your Office has been provided with a package of materials to support the Bill's progression through the House.</p> <p>Alongside this, we have provided you a LEG paper for the Clean Vehicles Discount Charges Regulations and Vehicle Efficiency Emissions Data Rule. This paper is due to be lodged by 10 February 2022 to allow Cabinet agreement and then time for the 28-day Gazetting period. The Ministry of Business, Innovation and Employment (MBIE) is also progressing the associated Energy Efficiency (Vehicle Fuel Economy Labelling) Amendment Regulations within this timeframe.</p> <p>Cabinet agreed that review of charges and rebate levels under the Clean Vehicle Discount scheme would be appropriate, however timing of the first review is still to be determined. We propose to begin this in September/October 2022, aiming to have it complete by the end of 2022 and in place in the first quarter of 2023. This will ensure that the scheme is operating as anticipated. Following this initial review, we would anticipate annual or biennial reviews of the scheme. We propose to publicise this plan to provide further surety to consumers and industry about rebate/charge levels. Waka Kotahi will also provide public updates on the size of the rebate 'fund' to mitigate concerns about funding running out.</p>	<p>Next Steps:</p> <p>The LEG paper has been circulated for ministerial consultation. We will keep you updated on the progress of the programme.</p>