

Decarbonising Transport Action Plan 2022-25 Questions and Answers

Q. What is the Decarbonising Transport Action Plan about?

The Emissions Reduction Plan (ERP) sets a target to reduce transport emissions by 41 percent by 2035. The Action Plan is a detailed implementation plan for how Te Manatū Waka and other agencies will work towards this and embed a long-term strategic approach to transport emissions reductions.

It sets out **77 actions** across the three transport targets.

Q. What are the key areas that the Action Plan focuses on?

To reduce transport emissions, we will focus on three linked areas:

- Make it easy to get around without a car
- Help New Zealand make the shift to zero emissions vehicles
- Encourage low emissions freight and heavy transport options

Q. Why can't we rely on converting to EVs to reach our transport emissions reduction goals?

It is tempting to think we could achieve our transport emissions reduction targets by simply transitioning the light fleet to zero-emissions vehicles as quickly as possible. Rapid fleet transition *does* need to be an early priority, and this is reflected in the ERP. However, it is neither possible nor desirable to rely solely on this method for several reasons:

- International supply constraints mean we are unlikely to be able to access enough EVs to rely on this pathway
- Infrastructure upgrades necessary to support a fully transitioned fleet will take time
- Hybrid and plug-in EVs still have a significant carbon footprint
- Converting the fleet without also making it easier to get around without a car won't address other harmful costs like road deaths and injuries, inequitable access to mobility, and the mental and physical harms associated with congestion and high car use.

Q. Who is responsible for the implementation of the Action Plan?

Te Manatū Waka is the lead agency for the transport actions, and is responsible for working with other agencies to achieve the transport goals.

Q. How much investment has been set aside to support this ambitious programme?

\$1.1 billion was committed from the Climate Emergency Response Fund (CERF) in Budget 2022 to support the implementation of ERP actions.

[More information on the CERF investment can be found on the Beehive website.](#)

More investment will be needed to implement all the actions in the plan, and Te Manatū Waka will work with other agencies to progress this.

Q. What other agencies are needed to support the implementation of these actions?

The transport agencies which include Waka Kotahi, Civil Aviation Authority, Maritime New Zealand and Kiwirail will all need to work together to implement this ambitious action plan.

We will also need the support of other economic and urban design agencies, such as the Ministry of Housing and Urban Development, Ministry of Business, Innovation and Employment and EECA.

Local government will be critical to the implementation of this as well.

Q. What input have Māori had on the development of the action plan?

The Action Plan was informed by extensive public engagement (including with Māori) on the Ministry's 2021 discussion document *Hikina Te Kohupara*, and the ERP. The Action Plan sets out how Te Manatū Waka will implement the commitments in the Transport chapter of the ERP. This includes these agencies will uphold Te Tiriti o Waitangi intend to engage with Māori (and others) during the future development of policies or implementation of initiatives. Because the actions are all different, the level of Māori and community involvement will vary.

Q. How will the action plan be monitored and how will accountability be ensured?

A monitoring framework has been developed to support the implementation of the action plan, which will support the governance structures that will be set up to hold agencies to account.

Te Manatū Waka is organised to deliver the ERP. We have established the Emissions Reduction Governance Group (ERG) to ensure that risks are being actively managed across the portfolio. A new unit, the Emissions Programme Office (EPO), has also been established to lead the monitoring and reporting against the ERP and provide intelligence and advice to the ERG to ensure that we deliver on the Government's emission reduction commitments.

Q. The ERP sets out the goal to 2035 – why does this action plan only go to 2025?

The first ERP lays the foundation for transport emissions reduction efforts for the next 30 years and sets specific targets to be met by 2035, but the actions it requires are the things that need to happen in the first emissions budget period, from 2022 and 2025. The Action Plan sets out a detailed plan for how these actions will be implemented in that time.

That said, the Action Plan also sets out Te Manatū Waka's analysis of the strategic context for successfully reducing transport emissions, which is intended to inform transport emissions reduction efforts over successive emissions budget periods. While future governments will have different priorities for the transport system, Aotearoa New Zealand's international and domestic commitments to reach our emissions target by 2050 will remain. This will require a consistent approach if it is to be successfully achieved.

This is just the start. We will be developing further action plans as progress is made.

Q. New Zealand makes up such a small part of global emissions, why go through all the cost and pain on doing something when it's not going to make a difference?

What we do here will make a difference, and we will see the benefit of reducing harmful emissions.

In New Zealand Transport is responsible for the majority of the harms caused by human-made air pollution.

Transport emissions are responsible for all the health impacts caused by nitrogen dioxide (NO₂) which come from exhaust gas. Transport emissions are also responsible for 17 percent of the health impacts of fine particles in the air we breathe. Each year, this results in:

- the premature deaths of more than 2,200 adult New Zealanders

- more than 9,200 hospital admissions for respiratory and cardiac illnesses,
- over 13,200 cases of childhood asthma

You can read more about the health impacts from emissions on the [Te Manatū Waka website](#).

New Zealand's emissions are low on a global scale but our gross emissions per person are high. As a small country, we are more susceptible to the effects of climate change than larger countries. We also need to continue to support the Pacific Island nations, who are even more susceptible to the impacts of climate change. As a result, we have legislated to require emissions reductions in New Zealand and signed up to international climate change agreements. We need to meet our commitments to keep up with global expectations.

This extends to global customer expectations - we must reduce the footprint of our products and continue to build new export opportunities. Without meeting these commitments, New Zealand is susceptible not just to the impacts of climate change, but to negative impacts on our international relationships if we don't play our part on the global stage.