OC260708

16 September 2026

[redacted]

Dear [redacted]

Thank you for your email received by the Ministry for Cities, Environment, Regions, and Transport (the Ministry) on 21 August 2026 requesting the following under the Official Information Act 1982 (the Act):

> "I request any advice, briefings or Cabinet papers provided to the Minister of Transport since 1 January 2026 concerning the Stage 1 review of the Clean Vehicle Standard and the decision to retain it with recalibrated settings and separate targets for used vehicle imports."

We have identified six documents in scope of your request. Of these, I am releasing one document to you in part with certain information withheld under the following sections of the Act:

- 9(2)(a) to protect the privacy of natural persons
- 9(2)(h) to maintain legal professional privilege.

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 am refusing the remaining five documents in full under section 18(d) of the Act as they are either already publicly available or expected to be published on the Ministry's website by the end of September 2026. Further details and the links are noted in the document schedule attached as Annex 1.

If you would like to discuss this decision with us, please do not hesitate to contact us at OIA@mcert.govt.nz.

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.

Please note that due to the public interest in our work, the Ministry publishes our Official Information Act responses and the information contained in our reply to you may be published on its website. Before publishing we will remove any personal or identifiable information.

Nāku noa, nā

Erin Wynne
Manager, Environment (T)
Ministry for Cities, Environment, Regions and Transport

Annex 1: Document Schedule

#	Date	Reference	Title of Document	Decision on request	Notes/link
1	22/04/2026	OC260063	Outcome of the Stage 1 review of the Clean Vehicle Standard	Refused under section 18(d), as it will soon be publicly available.	When published, it will be available on the Ministry for Cities, Environment, Regions and Transport (formerly the Ministry of Transport) website here: https://www.transport.govt.nz/about-us/our-corporate-publications/proactive-releases/results
2	15/04/2026	OC260201	Data Update for the Clean Vehicle Standard's Target Weight-Adjustment Formula	Released with some information withheld under section 9(2)(a) and 9(2)(h).	
3	22/04/2026	OC260156	Cabinet paper: Outcome of the stage 1 review of the Clean Vehicle Standard Appendix 1: Climate Implications of Policy Assessment: Disclosure Sheet Appendix 2: Regulatory Impact: 2026 Review of the Clean Vehicle Standard	Refused under section 18(d), as it will soon be publicly available.	When published, it will be available on the Ministry for Cities, Environment, Regions and Transport (formerly the Ministry of Transport) website here: https://www.transport.govt.nz/about-us/our-corporate-publications/proactive-releases/results
4	10/08/2026	CAB-26-MIN-0264	Cabinet Minute	Refused under section 18(d), as it will soon be publicly available.	When published, it will be available on the Ministry for Cities, Environment, Regions and Transport (formerly the Ministry of Transport) website here: https://www.transport.govt.nz/about-us/our-corporate-publications/proactive-releases/results
5	06/2026	N/A	Clean Vehicle Standard Review 2026: Cost-Benefit Analysis of the Clean Vehicle Standard	Refused under section 18(d), as it will soon be publicly available.	When published, it will be available on the Ministry for Cities, Environment, Regions and Transport (formerly the Ministry of Transport) website here: https://www.transport.govt.nz/about-us/our-corporate-publications/proactive-releases/results
6	10/01/2026 to	N/A	Transport Portfolio Weekly Report extracts	Refuse under section 18(d), as is publicly available. The extracts relating to the Clean Vehicle standard	Published in OIA responses – 260098 and 260407 https://www.transport.govt.nz/assets/Uploads/OIA-

#	Date	Reference	Title of Document	Decision on request	Notes/link
	11/05/2026			are published in full.	response/OC260098-Origin-of-the-Clean-Vehicle-Standard-Abolition-Option.pdf https://www.transport.govt.nz/assets/Uploads/OIA-response/ArmstrongMotorGroup2.pdf

MINISTRY OF TRANSPORT
TE MANATŪ WAKA

15 April 2026

OC260201

Hon Chris Bishop

Minister of Transport

Action required by:

Wednesday, 29 April 2026

DATA UPDATE FOR THE CLEAN VEHICLE STANDARD'S TARGET WEIGHT-ADJUSTMENT FORMULA

Purpose

To seek your approval to publish in the *New Zealand Gazette* updated data needed to adjust the Clean Vehicle Standard's CO2 targets based on vehicle weight.

Key points

- There is a statutory requirement to update and publish certain data for the operation of the Clean Vehicle Standard (the Standard) in the *New Zealand Gazette* by 30 April 2026.
- To avoid any risk of the gazette notice being interpreted as pre-empting Cabinet's decisions on whether to retain the Standard, the attached notice states, "The Government's decisions on the future of the Clean Vehicle Standard may affect the relevance of the data. Publication of this notice does not imply that the Standard will continue to apply in 2027 and 2028".

Released under the Official Information Act 1982

Recommendations

We recommend you:

1 **sign** the attached gazette notice to update the data needed to adjust the Clean Vehicle Standard's targets based on vehicle weight for 2027 and 2028 — Yes / No

2 **authorise** the Ministry to arrange publication of the gazette notice in the *New Zealand Gazette* on your behalf. — Yes / No

Mary Craythorne
Manager, Environment
15 / 04 / 2026

Hon Chris Bishop
Minister of Transport
21 / 4 / 26

Minister's office to complete:

☐ Approved ☐ Declined

☐ Seen by Minister ☐ Not seen by Minister

☐ Overtaken by events

Comments

Contacts

Name	Telephone	First contact
Mary Craythorne, Manager, Environment	s 9(2)(a)	✓
Gayelene Wright, Principal Adviser, Environment		

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DATA UPDATE FOR THE CLEAN VEHICLE STANDARD'S TARGET WEIGHT-ADJUSTMENT FORMULA

There is a statutory obligation to update the data used to weight-adjust the Clean Vehicle Standard's targets

1 The Clean Vehicle Standard (the Standard) applies annual CO2 targets to light vehicles. Vehicle importers are required to meet these targets, on average, across the vehicles they import. The targets are adjusted for vehicle weight so that:

- vehicles of average (mean) weight are assigned the headline CO2 target for the relevant year
- heavier vehicles, such as large SUVs, are assigned higher CO2-per-kilometre targets
- lighter vehicles, such as small hatchbacks, are assigned lower targets.

2 Weight-adjusted targets reflect the reality that heavier vehicles generally require more fuel to move than lighter ones. If all vehicles were subject to a single, non-adjusted target, heavier vehicles would be more likely to fail to meet the target and incur charges regardless of technological improvement. Smaller vehicles would be more likely to meet the target and accrue credits, even if relatively inefficient for their class.

3 Section 9 of the Land Transport (Clean Vehicle Standard) Regulations 2022 (the Regulations) requires that data for the weight-adjustment formula are regularly updated and published in the *New Zealand Gazette*. The next update is required no later than 30 April 2026 for the targets that will apply in 2027 and 2028.

4 The data is the:

- slope of the relationship between vehicle weight and CO2 emissions across vehicles imported in 2025. This specifies the rate at which the CO2 target increases as vehicle weight increases. This is 0.0374 for light passenger vehicles and 0.0486 for light commercial vehicles
- mean weight of vehicles imported in 2025. This is 1,549 kilograms for light passenger vehicles and 2,174 kilograms for light commercial vehicles.

5 The update is a technical maintenance step done to keep the formula grounded in current fleet data. It recognises that the numbers change over time as the mix and characteristics of vehicles imported into New Zealand change.

Cabinet's future decisions on the Standard do not remove the obligation to update the data

6 Next week you will receive the briefing reporting back on the first principles review of the Clean Vehicle Standard. That briefing will seek your decisions on recommendations to Cabinet on whether to retain the Standard, with Cabinet consideration envisaged for mid-June 2026.

7 Upcoming Cabinet decisions on the future of the Standard do not override the statutory obligation to update and publish the data. The Regulations remain in force unless and until

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they are amended or revoked, and the Minister is required to ensure they are administered as they currently stand.

8 s 9(2)(h)

9 To avoid any perception that publishing the data pre-empts Cabinet's decides on the future of the Standard, the attached gazette notice states: "The Government's decisions on the future of the Clean Vehicle Standard may affect the relevance of the data. Publication of this notice does not imply that the Standard will continue to apply in 2027 and 2028".

The vehicle industry has the data that will be published

10 The Motor Industry Association (MIA) has requested the data as its members need it for planning future vehicle purchases. Given its importance for planning purposes, we have provided the data to the MIA and the Imported Motor Vehicle Industry Association in advance of publication, noting that it is subject to the same caveats as the gazette notice.

Next steps

11 The gazette notice is attached for your signature. Once signed, the Ministry will arrange for its publication in the *New Zealand Gazette* on your behalf.

12 The New Zealand Transport Agency (NZTA) will inform the wider industry of the updated data in its communications on the Standard. NZTA will also make it clear in its communications that publication of the data does not pre-empt the Government's decisions on the future of the Standard.

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Information for Purposes of Formulas in the Land Transport (Clean Vehicle Standard) Regulations 2022

Under clauses 9(3)(b)(ii) and 9(4)(b)(ii) of the Land Transport (Clean Vehicle Standard) Regulations 2022 ("Regulations"), the Minister of Transport publishes the following.

1. Arithmetic Mean Weight

Under section 9(3)(b)(ii) of the Regulations, the arithmetic mean weight for the 2027 and 2028 obligation years under the Regulations is:

1. 1,549 kg for Type A vehicles
2. 2,174 kg for Type B vehicles

2. Slope of the Limit Line

Under section 9(4)(b)(ii) of the Regulations, the arithmetic mean weight for the 2027 and 2028 obligation years under the Regulations is:

1. 0.0374 for Type A vehicles
2. 0.0486 for Type B vehicles

3. Clean Vehicle Standard Review

The Government's decisions on the future of the Clean Vehicle Standard may affect the relevance of the data. Publication of this notice does not imply that the Standard will continue to apply in 2027 and 2028.

Dated at Wellington this 21 day of April 2026.

HON CHRIS BISHOP, Minister of Transport.

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