

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



19 April 2023

Ben

fyi-request-22226-739cd24a@requests.fyi.org.nz

Dear Ben

I refer to your email dated 23 March 2023, requesting the following under the Official Information Act 1982 (the Act):

“1. Why are efficient vehicles such as the above-mentioned not included in the clean car rebate given their total emissions are less than that of an EV?”

2. Why are we not promoting the use of such efficient petrol or diesel cars over the use of less efficient EVs that have an overall larger carbon footprint and the fact that we also need to factor in how to dispose of these batteries?”

Your request has been referred to me as the uptake of low- and zero-emission vehicles is part of my portfolio as the Minister of Transport.

I am refusing your request under the following section of the Act:

18(g) that the information requested is not held by the Ministry of Transport, and it has no grounds to believe that the information is held by another department.

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.

However, I appreciate your interest in these issues, and am happy to share some information on the approach the Government is taking on these issues.

Clean Car Discount Rebate Eligibility

The Clean Car Discount provides rebates based on tail pipe CO₂ emissions that a vehicle emits. Rebates are currently paid for any vehicle that emits a 3P-WLTP combined value of 146 grams or less per km and that has a three-star safety rating or greater.

For more information on the scheme, and the eligibility criteria, please see the Waka Kotahi website and for specific emissions from cars please see the Right Car website.

<https://www.nzta.govt.nz/vehicles/clean-car-programme/clean-car-discount>

<https://rightcar.govt.nz/>

The Right Car website will show that there are several Suzuki Swift models, as per your example, that are in fact eligible for the clean vehicle discount.

However, a Renault traffic diesel van would be ineligible for a clean vehicle discount as its tail pipe CO₂ emissions are greater than 146 grams per km.

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The objective of the Clean Car Discount

The Government is keen to support the uptake of EVs alongside other low-emission forms of transport. EVs emit 80 percent less carbon dioxide than an equivalent petrol vehicle when driven in Aotearoa, when including emissions from electricity production. The aim of the Clean Car Discount is to reduce the amount of greenhouse gas emissions from road transport.

However, the total carbon footprint of the production, shipping, and the power source or fuel type of the vehicle is outside the scope for this scheme.

You can read more about the objective and purpose of the Clean Car Discount here:

<https://www.transport.govt.nz/area-of-interest/environment-and-climate-change/clean-cars/>

Electric vehicle batteries (recycling / repurposing)

The Government is considering the overall impact of EVs, including battery recycling, refurbishment, and reuse, and the environmental and/or humanitarian impacts resulting from the manufacture of batteries for EVs.

As New Zealand moves to a more productive, sustainable, low emissions economy, the linear 'throw-away culture' (take-make-dispose) will need to change to a circular economy (make-use-return). The Government is therefore working to find ways to increase the reuse of the batteries and minimise risks from batteries collected for recycling.

In 2020 the Government announced that e-waste, including EV batteries, will be one of six products to be declared "priority products" for regulated product stewardship under the Waste Minimisation Act 2008. You can find out more at: www.environment.govt.nz/what-government-is-doing/areas-of-work/waste/product-stewardship/

This work is being led by the Battery Industry Group (BIG). BIG's proposed solution is a circular Product Stewardship scheme that will make sure we're taking responsibility for all large batteries, from the moment of arrival in New Zealand through to the point of recycling at the end. Batteries would be registered when they arrive in New Zealand, and the ownership of the battery will be tracked. When the battery can no longer power a car, it will be repurposed for a second use (like powering a home alongside solar panels, or storing wind energy). Once its completely exhausted, the battery will be sent for safe recycling. You can read more about the scheme at: <https://genless.govt.nz/stories/the-big-solution-for-ev-batteries/>

Thank you for writing and taking an active interest in our collective challenge to decarbonise transportation in Aotearoa.

Yours sincerely



Hon Michael Wood
Minister of Transport