





- Converting targets and charges for the Clean Vehicle Standard from the outdated New European Drive Cycle (NEDC) to values based on the Worldwide Harmonised Light Vehicle Test Procedure (WLTP), as previously agreed to by Cabinet
- Prescribing penalties for offences related to the Standard for a body corporate, rather than an organisation other than an individual, to ensure alignment with other Land Transport Act provisions
- Providing for a new offence of failure or refusal to comply with a requirement of the Director of Land Transport in relation to the production of records or other information
- Empowering the Director to require third parties to supply information or give evidence if necessary to enable the Director to perform functions and powers related to the Standard, and providing for an offence of failing or refusing to comply with a requirement, or providing false or misleading information
- Including carbon dioxide emissions targets for 2026 and 2027 in the Bill to give the vehicle industry more capacity to plan ahead. The targets for 2026 are 25% less than the 2025 targets, and likewise the targets for 2027 involve a 25% reduction of the 2026 figures.

#### Next steps

- The Land Transport (Clean Vehicles) Amendment Bill currently holds a category 2 priority on the 2021 Legislation Programme, must be passed in the year. I am seeking agreement to introduce the Bill to the House in August 2021, and for the Bill to be referred to the Transport and Infrastructure Select Committee.
- The Bill will need to be enacted by mid November 2021 to allow sufficient time for regulations for the Clean Vehicle Discount Scheme to be made and in force on 1 January 2022.

PROACTIVELY RELEASED BY THE MINISTRY OF TRANSPORT  
BY TE MANATŪ WAKA