

Sir Brian Roche  
Chair  
**Waka Kotahi NZ Transport Agency Board**  
c/o boardsecretariat@nzta.govt.nz

Dear Sir Brian

I write to you in relation to the Government's commitments to decarbonise the public transport bus fleet. The Government's commitments include:

- requiring that only zero-emission public transport buses be purchased by 2025 (the 2025 Mandate); and
- a target of decarbonising the public transport bus fleet by 2035.

As part of the Public Transport Operating Model (PTOM) review, Ministry of Transport (Te Manatū Waka) officials consulted on the design and options for establishing the 2025 Mandate.

Following consultation, I have determined that the design of the 2025 Mandate will be as follows:

- Start date – the requirement will start from 1 July 2025.
- Definition of zero-emission – buses that produce zero emissions at tailpipe. This will include fuel sources such as electric and hydrogen, but there may be other technologies available.
- Scope of vehicles included – the requirement will apply to public transport buses and small passenger service vehicles used to deliver public transport services contracted by public transport authorities. It will not apply to vehicles used to deliver Total Mobility services. It will not apply to buses used for services contracted by the Ministry of Education.
- Meaning of “purchase” – the requirement will apply to public transport buses registered for the first time in New Zealand from 1 July 2025. This will cover new and used buses that are imported to New Zealand and new buses manufactured or built up in New Zealand. It will not cover buses that are already in the public transport bus fleet prior to 1 July 2025 – even if they are transferred between regions or operators, or refurbished.

The options consulted on to establish the 2025 Mandate were:

- amending the Requirement for Urban Buses (RUB);
- amending the Government Policy Statement on land transport 2021 (GPS);  
or
- establishing the requirement in legislation.

As you will be aware, the RUB is the mechanism Waka Kotahi uses to set out a common set of standards for public transport buses in New Zealand. Adherence to the RUB is a procurement requirement for public transport authorities to attract funding from the National Land Transport Fund.

Te Manatū Waka officials have advised me there was strong support from a range of stakeholders for establishing the 2025 Mandate through the RUB. Submitters noted amending the RUB would be faster and less resource intensive than establishing the 2025 Mandate in legislation.

After considering the views of submitters, I am requesting that Waka Kotahi gives consideration to amending the RUB to include the 2025 Mandate. This will give public transport authorities and bus operators early certainty about the impact of the 2025 Mandate on upcoming service procurements and bus purchases.

I will continue to progress the wider PTOM review – which may include establishing the 2025 Mandate in legislation.

I understand any amendment to the RUB will involve consultation with key stakeholders. Should you decide to progress an amendment to the RUB I encourage Waka Kotahi officials to engage with Te Manatū Waka officials on any matters that arise through consultation.

Yours sincerely

Hon Michael Wood  
**Minister of Transport**

PROACTIVELY RELEASED BY  
TE MANATŪ WAKA  
MINISTRY OF TRANSPORT