

## Proactive Release

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Listed below are the most commonly used grounds from the OIA.

N/A - Document released in full. No information has been withheld for this proactive release

Section	Description of ground
6(a)	as release would be likely to prejudice the security or defence of New Zealand or the international relations of the New Zealand Government
6(b)	as release would be likely to prejudice the entrusting of information to the Government of New Zealand on a basis of confidence by <ul style="list-style-type: none"> <li>(i) the Government of any other country or any agency of such a Government; or</li> <li>(ii) any international organisation</li> </ul>
6(c)	prejudice the maintenance of the law, including the prevention, investigation, and detection of offences, and the right to a fair trial
9(2)(a)	to protect the privacy of natural persons
9(2)(b)(ii)	to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information
9(2)(ba)(i)	to protect information which is subject to an obligation of confidence or which any person has been or could be compelled to provide under the authority of any enactment, where the making available of the information would be likely to prejudice the supply of similar information, or information from the same source, and it is in the public
9(2)(ba)(ii)	to protect information which is subject to an obligation of confidence or which any person has been or could be compelled to provide under the authority of any enactment, where the making available of the information would be likely otherwise to damage the public interest
9(2)(f)(ii)	to maintain the constitutional conventions for the time being which protect collective and individual ministerial responsibility
9(2)(f)(iv)	to maintain the constitutional conventions for the time being which protect the confidentiality of advice tendered by Ministers of the Crown and officials
9(2)(g)(i)	to maintain the effective conduct of public affairs through the free and frank expression of opinions by or between or to Ministers of the Crown or members of an organisation or officers and employees of any public service agency or organisation in the course of their duty
9(2)(h)	to maintain legal professional privilege
9(2)(i)	to enable a Minister of the Crown or any public service agency or organisation holding the information to carry out, without prejudice or disadvantage, commercial activities
9(2)(j)	to enable a Minister of the Crown or any public service agency or organisation holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)

**In Confidence**

Office of the Minister of Transport

Chair, Cabinet Environment, Energy and Climate Committee

**Decarbonising Transport Action Plan**

**Proposal**

- 1 This paper seeks agreement to publish the Decarbonising Transport Action Plan (the plan), which sets out in detail how the Government will progress and deliver on the transport chapter in the Emissions Reduction Plan (ERP) for the first emissions budget period (2022-2025).

**Relation to government priorities**

- 2 On 2 December 2020, the Government declared a climate emergency and committed to take urgent action to reduce emissions.
- 3 In May 2022, as required by the Climate Change Response (Zero Carbon) Amendment Act (CCRA), the Government published New Zealand's first emissions reduction plan (ERP), which sets out the policies and strategies needed to meet the first emissions budget and put New Zealand on a pathway to meeting its 2050 target.
- 4 The plan demonstrates how the Government is making progress towards delivering on the transport commitments in the ERP.
- 5 The plan relates to the Cooperation Agreement between the New Zealand Labour Party and the Green Party of Aotearoa New Zealand. Achieving the purpose and goals of the CCRA is an agreed area of cooperation.

**Executive Summary**

- 6 The ERP, published in May 2022, sets out the policies and strategies needed to meet the first emissions budget and sets a direction for emissions reductions in the second and third budget periods.
- 7 I seek your agreement to publish the Decarbonising Transport Action Plan (the Action Plan), which sets out how government transport agencies will work together and partner with Māori, local government, businesses, and communities to embed a long-term strategic approach to reducing emissions across the whole transport system, and to implement the actions required from the transport sector in the first ERP between 2022 and 2025.
- 8 I am also asking Cabinet to agree to consult on sub-national light vehicle kilometre travelled (VKT) reduction targets for Tier 1 and 2 urban areas<sup>1</sup>. Setting these targets is a key commitment in the ERP. I will return to Cabinet to confirm the targets in mid-2023 following consultation. We will need to work with local government, mana whenua, and communities to achieve the sub-national targets, including through the development of VKT reduction programmes for each major urban area.

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<sup>1</sup> Tier 1: Auckland, Hamilton, Tauranga, Wellington, Christchurch. Tier 2: Whangārei, Rotorua, New Plymouth, Napier, Hastings, Palmerston North, Nelson Tasman, Queenstown, Dunedin

- 9 Significant progress has already been made to deliver on the transport commitments in the ERP, including progress towards implementing the substantial Budget 2022 Climate Emergency Response Fund (CERF) package for transport.
- 10 The Action Plan is an important step towards delivering the transformational change for transport that was expressed through the ERP. It includes significant and complex initiatives that will require bold decisions from Cabinet to implement (such as the proposals to enable congestion charging, establish a high threshold for investments in new roading infrastructure, continuing to tighten standards for vehicle emissions, and progress regulatory changes to enable the reallocation of street space).

### Background

- 11 The CCRA requires all greenhouse gases, other than biogenic methane<sup>2</sup>, to reach net zero by 2050. Transport is responsible for almost half of New Zealand's carbon dioxide (CO<sub>2</sub>) emissions, and therefore major reductions in transport emissions are critical.
- 12 The ERP includes a sector target for transport to reduce emissions by 41 percent by 2035 compared to 2019 levels. This is achievable with significant investment and some challenging decisions. However, many New Zealanders will experience and need to be prepared for significant change in how they travel.
- 13 To help achieve this target and help prepare New Zealanders for the level of transformation required across the sector, the ERP commits to an ambitious package of transport initiatives for the first emissions budget period (2022-2025).
- 14 This package is framed around three focus areas, which provide an enduring framework for reducing transport emissions. These focus areas are:
- 14.1 Focus area 1: Reducing reliance on cars and supporting people to walk, cycle and use public transport
  - 14.2 Focus area 2: Rapidly adopting low-emission vehicles and fuels
  - 14.3 Focus area 3: Beginning work now to decarbonise heavy transport and freight
- 15 These focus areas are supported by several cross-cutting and enabling actions that are critical for achieving the system change required.
- 16 The focus areas are supported by four transport targets that align with achieving a 41 percent reduction in transport emissions and provide direction on what needs to change in different parts of the system. The four transport targets are<sup>3</sup>:
- 16.1 reduce VKT by cars and light vehicles by 20 percent by 2035 through improved urban form and providing better travel options, particularly in our largest cities
  - 16.2 increase zero-emission vehicles to 30 percent of the light fleet by 2035
  - 16.3 reduce emissions from freight transport by 35 percent by 2035

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<sup>2</sup> The Climate Change Response Act 2022 requires a minimum 10 percent reduction in biogenic methane emissions by 2030, and a 24 to 47 percent reduction by 2050 (compared with 2017 levels).

- 16.4 reduce the emissions intensity of transport fuel by 10 percent by 2035.
- 17 The targets are closely interrelated. The projected impact of achieving each target is conditional on achieving one or more of the others. Target 1 reflects a change compared to the Te Manatū Waka Ministry of Transport's baseline projection for 2035. Target 2 is against the 2035 fleet projection, given the effects of achieving Target 1 on the size of the fleet. Target 3 is compared to the level of emissions from freight transport in 2019. Target 4 is conditional on undertaking activities as part of achieving Targets 1 to 3 that would bring about lower projected liquid fossil fuel use in 2035.
- 18 Target 1 is based on what we expect baseline VKT to be in 2035, taking into account expected VKT growth of 24 percent by 2035, largely resulting from population growth. It is important to note that this target, while challenging, is equivalent to only a 1 percent absolute VKT reduction compared to 2019 levels.
- 19 If delivered successfully, the transport package in the ERP will achieve the first emissions budget for transport and take a significant step towards delivering the emissions reductions required in emissions budget periods 2 and 3 (covering 2026-2030 and 2031-2035).

**Te Manatū Waka and transport agencies are moving quickly to organise around the emissions challenge and delivering the ERP**

- 20 Taken as a whole, the actions required from the transport sector in the ERP constitute arguably the largest single programme of work the New Zealand transport system has ever had to deliver. This requires significant planning and new ways of working.
- 21 Te Manatū Waka has established an Emissions Programme Office to set up and embed robust systems, processes, and governance arrangements to ensure that it is on track to deliver the transport package in the ERP. Waka Kotahi NZ Transport Agency (Waka Kotahi) has also set up a programme office to oversee delivery on Climate Emergency Respond Fund activity.
- 22 The Emissions Programme Office will coordinate and leverage Ministry teams and functions and those of other agencies to ensure the best use of available resources. It will report on transport's progress to myself and the Climate Change Chief Executives Board.

**I am seeking Cabinet's support to publish the Decarbonising Transport Action Plan, which will drive delivery and accountability for the transport ERP actions**

- 23 This Action Plan maps out how government will deliver on the transport commitments in the ERP; it is attached as Appendix A.
- 24 The Ministry for the Environment is developing a Climate System Implementation Plan, which will set out implementation for the ERP as a whole (and support the Climate Change Chief Executives Board). The transport Action Plan will complement this broader plan, by focusing in detail on what the transport sector needs to deliver, who will do it and how.
- 25 The Ministry of Transport is also developing its own reporting framework to keep me updated on progress against the Transport Chapter of the ERP. This will include a monthly dashboard focussing on progress and risks for the highest priority transport initiatives, and a quarterly briefing which will provide a more detailed assessment on

areas where we are on track and areas where we may be at risk of falling behind schedule.

26 The Action Plan has three main parts, which are described below:

*Part 1: Strategic context – the transport emissions reduction challenge*

27 This introductory section sets out Te Manatū Waka analysis of the transport emissions reduction challenge, drawing on the Climate Change Commission's first advice to government and modelling undertaken by the Ministry. It suggests seven success factors that will be important for a long-term strategic approach to reducing transport emissions. This strategic analysis sets the scene for the plan that follows and is intended to inform emissions reduction efforts in the transport sector over successive emissions budget periods.

*Part 2: The plan in brief – delivering on the expectations of the ERP*

28 This part of the plan gives an overview of how the government will deliver on the expectations for the transport sector in the first ERP, including how government transport agencies will apply the ERP principles to their work, and how they will approach each of the ERP's three focus areas. It also sets out how progress will be tracked over time.

*Part 3: The plan in detail – actions, initiatives, and timings*

29 This part of the plan sets out how the government – working with key stakeholders, Māori and communities – will deliver on the individual transport-related actions in the ERP. This builds on the ERP Table of Actions by providing more detailed information about how the government transport agencies and other key stakeholders in the system will progress each action over time.

**As part of this plan, I am asking Cabinet to agree to consult on sub-national targets to reduce light vehicle kilometres in New Zealand's major urban areas**

*Why is reducing vehicle kilometres travelled by the light fleet important?*

30 New Zealanders' collective reliance on fossil-fuelled vehicles as our main form of transport is at the heart of the transport emissions challenge. Reducing both the number and average distance of trips taken by car is one of the most effective ways to reduce transport emissions.

31 While we are actively working to improve the efficiency of the light vehicle fleet and creating incentives for New Zealanders to transition to zero-emissions vehicles, it will not be possible to meet our transport emissions reduction targets by fleet transition alone. Nor will converting the fleet without also reducing VKT address other harmful costs of car use, including road deaths and injuries, inequitable access to mobility, inefficient use of infrastructure, and mental and physical harms associated with limited activity. The estimated emissions impacts from achieving the VKT targets are 0.8Mt, 4.7Mt and 7.9Mt in the first three budget periods respectively.

32 We will need to improve urban form, provide better travel options, and use pricing mechanisms responsibly to support mode-shift from cars to walking, cycling, public transport, and shared modes. Most of this effort needs to occur in our largest cities, where alternative transport options to travelling by car can be more easily accessed and delivered at the scale required. Done well, these measures will deliver significant

public benefits beyond reducing emissions and can support other goals such as increasing affordable housing supply.

*The ERP commits us to setting sub-national VKT targets for Tier 1 and 2 urban areas*

- 33 The ERP includes an action to set sub-national targets to reduce vehicle kilometres travelled (VKT) by the light vehicle fleet in New Zealand's Tier 1 and 2 urban areas<sup>4</sup> by the end of 2022. Collectively these targets, combined with reductions expected from the rest of New Zealand, need to align with the national target to reduce total VKT by the light fleet by 20 percent by 2035.
- 34 The purpose of the sub-national targets is to help central and local government better understand and plan for the contribution major urban areas need to make to achieving the national VKT reduction target. They will not be legally binding, but requiring Regional Land Transport Plans to align with the targets could be considered in the future.
- 35 Te Manatū Waka has developed proposed targets (Table 1) for each major urban area, which are aligned with achieving the national target. It is important to set specific targets for each urban area that are realistic, appropriate to the area, and sufficiently ambitious. The proposed targets are informed by how much impact different interventions (such as land use change, public transport, and pricing measures) can have on VKT in different areas, based on the available international evidence. Much less change will be required of rural areas than highly urbanised ones.
- 36 Auckland and Wellington have the strongest reduction targets, followed by Christchurch, Hamilton, and Tauranga. This reflects that our largest urban areas have greater capacity to achieve greater VKT reductions through mode-shift as it is more viable to offer alternatives to driving in these areas.
- 37 For each Tier 1 and 2 urban area, Table 1 shows how much VKT is likely to increase between 2019 and 2035 with no intervention, how much it needs to fall by 2035 to meet the nationwide target, and the difference between the two.

**Description of columns:**

- **2035 Baseline % change against 2019 Benchmark:** This represents the estimated percentage change between 2019 and 2035 in VKT if no further interventions to reduce VKT are implemented.
- **2035 Target % change against 2019 Benchmark:** This represents the percentage change required between 2019 and 2035 in VKT to achieve the targets.
- **2035 Target % change against 2035 Baseline:** This represents the percentage change in 2035 between the baseline (no further interventions) and the VKT targets.

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<sup>4</sup> Tier 1: Auckland, Hamilton, Tauranga, Wellington, Christchurch. Tier 2: Whangārei, Rotorua, New Plymouth, Napier, Hastings, Palmerston North, Nelson Tasman, Queenstown, Dunedin

**IN - CONFIDENCE**

*Table 1 Estimated sub-national VKT baselines and proposed target % changes and VKT target value by Tier area.*

Tier	Tier area	Territorial Local Authority	2035 Baseline % change against 2019 Benchmark	2035 Target % change against 2019 Benchmark	2035 Target % change against 2035 Baseline
1	Auckland	Auckland	30%	-8%	-29%
1	Christchurch	Christchurch City Selwyn District Waimakariri District	27%	-3%	-24%
1	Wellington	Wellington City Porirua City Upper Hutt City Lower Hutt City Kāpiti Coast District	19%	-16%	-29%
1	Tauranga	Tauranga City Western Bay of Plenty District	29%	3%	-21%
1	Hamilton	Hamilton City Waikato District Waipa District	32%	1%	-24%
2	Whangarei	Whangarei District	23%	8%	-12%
2	Rotorua	Rotorua District	17%	2%	-12%
2	New Plymouth	New Plymouth District	19%	5%	-12%
2	Napier-Hastings	Napier City Hastings District	20%	1%	-16%
2	Palmerston North	Palmerston North City	17%	-1%	-16%
2	Nelson-Tasman	Nelson City Tasman District	19%	4%	-12%
2	Queenstown	Queenstown-Lakes District	44%	27%	-12%
2	Dunedin	Dunedin City	13%	-5%	-16%
<b>Total</b>			<b>24%</b>	<b>-1%</b>	<b>-20%</b>
	<i>Tier 1 except Auckland</i>		26%	-5%	-25%
	<i>Tier 2</i>		21%	4%	-14%
	<i>Rest of New Zealand</i>		16%	10%	-5%

*I am seeking your agreement to consult on the proposed sub-national targets with local government*

38 Te Manatū Waka engaged with council staff in Tier 1 and 2 areas on how they calculated the proposed VKT targets at the end of July 2022. Most feedback received supported setting the sub-national targets and there was strong agreement with the ambition to reduce VKT in New Zealand. However, council staff raised concerns over engagement timeframes and felt that they had insufficient time to discuss the targets with their stakeholders or councillors (particularly given local body elections).

39 I am therefore asking for your agreement to undertake consultation with local government in early 2023. I will come back to Cabinet to confirm the final targets following this consultation.

*We will need to work with local government, mana whenua, and communities to achieve the sub-national targets*

- 40 The sub-national VKT targets once finalised will provide important context and direction for the development a national VKT reduction plan, which is due to be published by mid-2023. This plan is also an ERP initiative and aims to ensure nationally led activities align with the pace and scale of VKT reduction and mode-shift required in urban areas.
- 41 Over 2023-2024, Waka Kotahi will develop VKT reduction programmes for each major urban area in partnership with local government, mana whenua and community representatives. These programmes will identify the combination of activities that need to take place to achieve the sub-national targets, the funding required to deliver them, and critical dependencies.
- 42 VKT reduction planning will occur in parallel to the development and implementation of the Transport Choices package given initial funding at Budget 2022. This \$350 million package will provide a first tranche of funding towards services and infrastructure to support active travel and reduce reliance on cars. The Transport Choices package is only the first step towards delivering on the VKT reduction target. Significant additional investment will be needed in subsequent years to deliver the step change in infrastructure that is needed.

**We are already making good progress on transport ERP actions**

- 43 The ERP is an ambitious programme of work, but we are already making good progress on several workstreams.
- 44 The Clean Vehicle Programme is well underway, with the Clean Vehicle Discount scheme already helping to triple electric vehicle sales since mid-2021 when it was introduced. We are seeing more models and makes of EVs entering the country, providing more choice and more options for people. We are also setting the Clean Vehicle Standard on vehicle imports into New Zealand, which suppliers must meet, to improve our fleet emissions. Requirements will strengthen annually, starting next year.
- 45 Budget 2022 has enabled progress on some of our key ERP initiatives, including Bus Decarbonisation, the Clean Car Upgrade and social leasing trials, Community Connect, improvements to bus driver terms and conditions, and an initial \$350 million investment to support mode-shift.
- 46 Cabinet also agreed to establish the Sustainable Public Transport Framework [CAB-22-MIN-0293.01 refers, which will improve the planning, procurement and delivery of public transport services.
- 47 Public consultation has taken place on the proposed Reshaping Streets regulatory package, which Cabinet agreed to consult on in August and September 2022 [ENV-22-MIN-0027 refers]. This package delivers on the action in the ERP to “consider regulatory changes to make it simpler and quicker to make street changes.” I am intending to report back to Cabinet on the outcome of consultation and final policy proposals by May 2023.

**Sustained investment will be essential to delivering this plan and achieving transport emissions reductions**



*A sustained level of investment will be required to deliver all the transport initiatives in the ERP and achieve our transport targets*

- 48 In Budget 2022 Transport received \$1.2 billion of investment from the Climate Emergency Response Fund (CERF). This substantial investment will set us up well to deliver on many of the transport commitments in the first ERP. However, the cost of fully implementing the ERP and achieving the transport targets is significant and will require ongoing investment in public infrastructure and support for New Zealand households and firms over many years.
- 49 Achieving the plan will require us to consider funding additional emission reduction initiatives. As additional funding is provided, we will also need to ensure that key agencies have the resources they need to provide effective governance, oversight, and monitoring of an expanded investment portfolio of work.

*Further development of capability and capacity will be required to deliver all the commitments in the ERP*

- 50 The Action Plan is an important step towards delivering the transformational change for transport that was expressed through the ERP. It includes significant and complex initiatives that will require bold decisions from Cabinet to implement (such as proposals to enable congestion charging, establish a high threshold for investments in new roading infrastructure, and progress regulatory changes to enable the reallocation of street space). To achieve transport emissions reductions many initiatives will need to progress at pace, and often simultaneously. Delivering on the Action Plan will therefore be a significant challenge.
- 51 There are also critical interdependencies with actions in other chapters of the ERP (including Planning and Infrastructure). The Urban Growth Agenda provides an opportunity to work through some of these cross-sector challenges.
- 52 Officials will be keeping me regularly updated on progress, and it is likely that Cabinet will be asked to make further prioritisation decisions over the next three years to ensure that we are delivering the most critical initiatives at a point in time, with the resources available to us.
- 53 As we progress with the Action Plan, we anticipate that there may be changes to the timeframes, scope, or responsible agencies for specific initiatives. The Action Plan reflects our plan at this point in time, and as we progress each initiative, we will better understand what is required. I will advise the Climate Response Ministers Group (CRMG) of any changes.

### **Implementation**

- 54 The Action Plan explains how we will deliver transport commitments in the ERP. Part 3 of the plan sets out ownership responsibilities for each specific transport action and key milestones for when actions will be progressed and delivered. The Action Plan also describes how actions will be progressed and completed, including whether stakeholder consultation will take place.
- 55 A transport-specific monitoring and evaluation framework is set out under Part 2 of the Action Plan and Te Manatū Waka will also publish a separate technical working paper providing further detail on its monitoring approach. This framework will support effective monitoring of our progress towards delivering the transport commitments in the ERP.

- 56 Local government, communities, and business will have a significant role to play alongside central government in implementing the transport policies. Local government will have a particularly important role to play, as they plan, co-fund, and manage local roads and public transport services and shape urban development through planning.
- 57 Local government is also facing capacity and capability and funding constraints, which means there may be implementation challenges that could make it harder to realise transport emission reductions at the pace and scale required.

### Financial Implications

- 58 There are no direct financial implications from this paper, but the transport chapter of the ERP is a highly ambitious programme, and transport officials are continuing to provide advice on the resourcing that is required.
- 59 Due to the nature of and timeframes for this plan, many costs are likely to be realised progressively over time as foundational work is undertaken and initiatives become ready for funding and implementation.

### Legislative Implications

- 60 There are no legislative implications arising directly from this paper. However, some of the actions within the plan will have legislative implications that will be worked through as each action is developed. For example, introducing congestion charging, Reshaping Streets and extending the Clean Vehicle Discount to trucks would all require legislative changes.

### Impact Analysis

#### Regulatory Impact Statement

- 61 A Regulatory Impact Assessment (RIA) has not been undertaken for this paper because the plan itself does not involve introducing or changing legislation. Actions within the plan will inform policy options that will require RIAs in the future.
- 62 The plan does not introduce new commitments. It provides further details on commitments that have already been approved by Cabinet. An overarching Regulatory Impact Statement was produced by the Ministry for the Environment (MfE) (with input from other agencies) to support the overall ERP.

#### Climate Implications of Policy Assessment

- 63 Climate Implications of Policy Assessment (CIPA) has only been undertaken for the policies in the transport package that have already been agreed by Cabinet. A CIPA has not been undertaken for this paper because the plan itself does not have direct GHG emissions impacts. Some actions within the plan will require CIPAs in the future. The Action Plan is a significant step in policy development that will lead to transport emission reductions.

### Population Implications

- 64 There are no implications arising as a direct result of this paper for specific population groups as it proposes the implementation plan of initiatives, each at different stages, and many of which are yet to be designed in detail.
- 65 The development of future transport policies may have gender implications, implications for Māori, Pacific peoples, disabled people, rural communities, and low-

income households. For example, people who already experience social/economic disadvantages are likely to be disproportionately affected by any rise in transport costs (as already occurs when fuel prices rise). To make an equitable transition, Government needs to sequence interventions carefully and mitigate the impacts of interventions that could increase transport disadvantage. Such implications will be considered during policy development of individual initiatives and reflected in the relevant future Cabinet papers.

### Human Rights

- 66 This paper does not have implications for human rights. However, as individual actions are developed, consideration should be given to their potential implications for human rights.

### Consultation

- 67 The following departments were consulted during the development of this paper: Ministry for the Environment; Treasury; Ministry of Business, Innovation and Employment; Energy, Efficiency and Conservation Authority; Ministry of Social Development; Te Tūāpapa Kura Kainga - Ministry of Housing and Urban Development; Department of Prime Minister and Cabinet; Te Puni Kōkiri; Te Waihanga, Waka Kotahi, Kāinga Ora, Department of Internal Affairs, Ministry for Primary Industries, Department of Conservation, Ministry for Pacific Peoples, and Te Arawhiti.

### Communications

- 68 Subject to Cabinet's agreement, Te Manatū Waka will publish the Action Plan on its website by end of December 2022.
- 69 The Action Plan may be subject to editorial changes and content update by Te Manatū Waka, which will be agreed with me where necessary.

### Proactive Release

- 70 Subject to Cabinet's agreement, this paper will be proactively released on Te Manatū Waka's website when the final Action Plan is published.

### Recommendations

I recommend Cabinet to:

- 1 **note** the Emissions Reduction Plan (ERP) commits to an ambitious package of transport initiatives in the first emissions budget period (2022-2025);
- 2 **agree** to publish the Decarbonising Transport Action Plan (the Action Plan), which demonstrates how the Government intends to deliver on its transport commitments in the ERP;
- 3 **note** that this plan is divided into three main parts:
  - 3.1 **Part 1: 'Strategic Context – the transport emissions reduction challenge'** sets out the scale of the emissions challenge and suggests success factors that will be important for long-term strategic approach to reducing transport emissions.

- 3.2 **Part 2: 'The Plan in Brief - Delivering on the ERP's expectations for transport'** sets out how we are delivering on the transport chapter and provides an overview of how we are tracking progress over time.
- 3.3 **Part 3: 'The plan in detail: actions, initiatives, and timing'** sets out in detail how we are going to deliver on our commitments in the ERP. It describes how each action will be progressed, the responsible agency/s, and key milestones.
- 4 **agree** to consult on sub-national targets for reducing vehicle kilometres travelled (VKT) for the light fleet for New Zealand's Tier 1 and 2 urban areas (subject to any communications being agreed with the Prime Minister's Office);
- 5 **note** that I will return to Cabinet to confirm the sub-national targets in 2023, following consultation with local government;
- 6 **note** that achieving the sub-national targets to reduce light VKT will require a joined-up approach within government and partnership with local government, mana whenua and communities;
- 7 **note** that we are already making good progress towards delivering on many of the key actions in the ERP, including the Clean Vehicle Discount scheme, bus decarbonisation, the Clean Car Upgrade and social leasing trials, Community Connect, and investment to support mode-shift;
- 8 **agree** that the Action Plan may be subject to editorial changes and content update by Te Manatū Waka, which will be agreed with me where necessary;
- 9 **note** that as we progress with the Action Plan we anticipate that there may be changes to the timeframes, scope or responsible agencies for specific initiatives. I will advise the Climate Response Ministers Group (CRMG) of any changes.

Authorised for lodgement

Hon Michael Wood

**Minister of Transport**

**Appendices**

The Decarbonising Transport Action Plan

PROACTIVELY RELEASED BY  
TE MANATŪ WAKA THE MINISTRY OF TRANSPORT