The Treasury

Budget 2024 Information Release

September 2024

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Information Withheld

Some parts of this information release would not be appropriate to release and, if requested, would be withheld under the Official Information Act 1982 (the Act).

Where this is the case, the relevant sections of the Act that would apply have been identified.

Where information has been withheld, no public interest has been identified that would outweigh the reasons for withholding it.

Key to sections of the Act under which information has been withheld:

[1] 6(a) - to avoid prejudice to the security or defence of New Zealand or the international relations of the government

[23] 9(2)(a) - to protect the privacy of natural persons, including deceased people

[25] 9(2)(b)(ii) - to protect the commercial position of the person who supplied the information or who is the subject of the information

[27] 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

[31] 9(2)(f)(ii) - to maintain the current constitutional conventions protecting collective and individual ministerial responsibility

[33] 9(2)(f)(iv) - to maintain the current constitutional conventions protecting the confidentiality of advice tendered by ministers and officials

[34] 9(2)(g)(i) - to maintain the effective conduct of public affairs through the free and frank expression of opinions

[35] 9(2)(g)(ii) - to maintain the effective conduct of public affairs through protecting ministers, members of government organisations, officers and employees from improper pressure or harassment;

[36] 9(2)(h) - to maintain legal professional privilege

[37] 9(2)(i) - to enable the Crown to carry out commercial activities without disadvantage or prejudice

[38] 9(2)(j) - to enable the Crown to negotiate without disadvantage or prejudice

[39] 9(2)(k) - to prevent the disclosure of official information for improper gain or improper advantage

[40] 18(c)(i) - that the making available of the information requested would be contrary to the provisions of a specified enactment

Where information has been withheld, a numbered reference to the applicable section of the Act has been made, as listed above. For example, a [23] appearing where information has been withheld in a release document refers to section 9(2)(a).

Accessibility

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CABINET PAPER BRIEFING TEMPLATE 2023

Clean Vehicle Standard – Budget night legislation Hon Simeon Brown, Minister of Transport Treasury contact: Rosalinda Pierce Sign out contact: Mark Hodge [39]
Description: The paper seeks agreement to amend the Land Transport Act through Budget night legislation to provide for secondary legislation enabling the 2025-2027 Clean Vehicle Standard CO_2 emissions targets to be amended, and the costs of administering the Clean Vehicle Standard (CVS) to be recovered.
Comments: The CVS is a scheme where vehicle importers earn credits or incur charges depending on whether the emissions profiles of vehicles they import are above or below the target level. Credits do not have a monetary value but can be used to off-set charges completely or reduce the amount that needs to be paid. Currently, the cost of administering the scheme is borne by the Crown. MoT analysis shows a range of benefits of the CVS, including fuel savings, reduced maintenance costs and reduced vehicle ownership costs, and reduced social cost of carbon emission. As the majority of these benefits accrue to the owners of new and used vehicles imported under the CVS, there is a strong case for majority cost recovery of administration (currently $11.8 million annually). Importers also benefit from the Standard as it means that they can import a range of vehicles with varying emissions profiles including high emissions, for which they know there is a consumer market. Because importers can trade their credits, the Standard enables the market to find the most efficient way of meeting the standard through a series of trade-offs across the industry. NZTA has prepared a Stage 1 Cost Recovery Impact Statement which indicates the Minister’s preferred approach to cost recovery could equate to a fee of $10 per car (noting that this would not fully recover the costs of the scheme). It is possible that vehicle importers and retailers will be able to pass on the fee as an “on-road cost” when the vehicle is registered for the first time. If that is possible, full cost recovery would have little to no impact on industry, as the cost would be able to be passed onto the end-consumer. We consider that this would not place an undue burden on importers, or if this cost was passed on, consumers. The Treasury's Regulatory Impact Analysis team has determined that the proposal to enable emissions targets to be set by secondary legislation is exempt from the requirement to provide a Regulatory Impact Statement on the grounds that it has no or only minor impacts on businesses, individuals, and not-for-profit entities. **Treasury Recommendation: Support**
Fiscal Implications: Financial implications will be provided to Treasury and Cabinet as the cost-recovery regulations are developed. This will be in July following public consultation on the design of the cost recovery mechanism. Assuming the costs are at least partially recovered, there will be a positive fiscal impact for the Crown.