Session SB64 (2026)

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Facilitative, Multilateral Consideration of Progress

A compilation of questions to – and answers by – **New Zealand**
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Title: Success and challenges of EV promotion measures

Question From Party: Japan

Question raised on: 07.04.2026 CEST

Question Category: Mitigation actions, policies and measures supporting NDC implementation

Question: Various initiatives are underway to promote the dissemination of EVs as part of efforts to decarbonize the transport sector. Could you share the successes and challenges of EV dissemination measures that have been implemented to date?

Answer:

The Clean Vehicle Standard (the Standard)

- The Standard is a fuel efficiency/CO_2 standard. It encourages the supply of more fuel-efficient petrol and diesel vehicles, hybrids and zero emission vehicles to reduce fuel costs and CO_2 emissions. It is a supply side intervention.
- The Standard works by setting annual CO_2 targets that progressively lower over time. Vehicle importers are required to meet the targets, on average, across the vehicles they import. A regulated fuel efficiency standard incentivises vehicle manufacturers to supply a more fuel-efficient selection of new vehicles to New Zealand. Increasing the supply of these vehicles enables New Zealanders to benefit from increased energy security, reduced fuel costs to households and businesses, and aids in meeting climate change commitments.
- However, from 2024 onwards, weak economic conditions have affected the vehicle market. By December 2025, weak demand and limited supply of used hybrids and EVs meant importers were likely to pass compliance charges onto consumers, without improving the fuel efficiency and emissions profile of the fleet. In December 2025, the Minister of Transport introduced a temporary change to reduce the charge per gram of CO_2 over the target from $67.50 to $15.00, which will be in place for 2026 and 2027. A first principles review of the scheme is underway, with decisions expected in June 2026.

Supercharging EV infrastructure

- The Supercharging EV Infrastructure work programme is underway with a change in the government's co-investment from grants to concessionary loans, and addressing barriers in gaining regulatory approvals and connection costs.
- The Government is accelerating the expansion of New Zealand's public EV charging network, with 2,574 new public charge points being delivered through $52.7 million in zero-interest loans, alongside $60 million in private co-investment.
- This Programme will more than double the national charging network, from just over 1,800 chargers to around 4,550.
- A core objective remains a nationwide network of 10,000 public EV chargers by 2030, improving charging accessibility across urban and regional New Zealand to support uptake of EVs.
- Approximately half of the new chargers will be in major centres such as Auckland, Hamilton, Tauranga, Wellington, Christchurch, and Dunedin. The remainder will be distributed across regional New Zealand to

ensure nationwide benefit.
- In January 2026, EV charging stations were made a permitted activity in the National Environmental Standard – Electricity Transmission Activities. This removes the requirement to get resource consent (planning permission) for eligible public EV charging stations.

Heavy Vehicles

- The $27.75 million Low Emissions Heavy Vehicle Fund grant scheme is aimed to support 'first movers' by addressing the purchase price barrier to the adoption of zero emissions heavy vehicles in New Zealand. It aims to increase the number of zero and low-emissions heavy vehicles on New Zealand's roads and give confidence to vehicle importers or powertrain converters to increase supply.
- The Fund aims to offset these barriers by providing grants of up to 25% of the purchase price of a new low or zero-emissions heavy vehicle, or 25% of the cost to convert an existing internal combustion engine heavy vehicle to be powered by approved low-emissions technologies.
- As part of the Government's Land Transport Rules Reform Programme, officials are exploring changes to vehicle dimension and mass requirements that would support battery electric heavy vehicles to be more efficient. We are also looking at bringing some licence class weight thresholds for zero emission vehicles in line with similar diesel vehicles to remove licensing as a barrier to adoption.

The Clean Vehicle Discount (the Discount)

- A demand-side intervention, the Clean Vehicle Discount (the Discount) came to an end on 31 December 2023. The Discount helped ensure that there was sufficient demand for the increased number of low- and zero-emission vehicles being imported by providing a consumer rebate for vehicles with emissions under a set CO_2 target and applying a consumer fee for those over the target. While it was successful in that it hastened the fleet's transition to low-emission vehicles faster than the market would do alone, it was financially unsustainable.

Title: Agricultural emissions

Question From Party: Australia

Question raised on: 08.04.2026 CEST

Question Category: Mitigation actions, policies and measures supporting NDC implementation

Question: New Zealand has committed to implementing a fair and sustainable pricing system for agricultural emissions by 2030 (BTR p101). Could New Zealand please provide an update on the commitment to support on-farm emissions measurement by 2025 that will support this pricing system?

Answer:

No longer pricing agricultural emissions

- One action in the second emissions reduction plan was to introduce an on-farm emissions pricing system by 2030. In October 2025, the Government decided not to proceed with pricing agricultural emissions. Instead, the Government is supporting and leveraging market and industry incentives to accelerate the uptake of new technologies on-farm to reduce agricultural emissions without undermining production or productivity.
- There are other ways to reduce agricultural emissions besides pricing. The Government has committed over $400 million over four years to accelerate the development and commercialisation of tools and technologies to reduce emissions. This work includes:
    - The Ag Emissions Centre, New Zealand's agricultural greenhouse gas research accelerator, which is responsible for coordinating and investing in methane and nitrous oxide mitigation research.
    - AgriZero^{NZ}, a joint venture between Government and industry, which has invested in 12 ventures and five research initiatives to accelerate the development and commercialisation of tools. The first of these mitigation tools are expected to be available in New Zealand this year.
- In addition to supporting the availability of tools, the Government is working with AgriZero^{NZ} on opportunities to accelerate farmer uptake and address barriers to initial tool rollout.

- The agricultural sector is already making progress under this approach. Key sector participants hold a collective 50 percent shareholding in AgriZero^{NZ}, have set climate targets including several through the Science Based Targets initiative (SBTi), and have established incentive initiatives to support emissions reductions.
- New Zealand's revised approach to reducing agricultural emissions is set out in an amended second emissions reduction plan that was published in January 2026.

On-Farm Emissions Calculator update

- New Zealand is continuing to support on-farm emissions measurement as part of our investment to accelerate the development of agricultural mitigations and get tools in the hands of farmers.
- In October 2025, the On-Farm Emissions Calculator was first launched. The calculator provides farmers with a consistent, science-based way to measure agricultural emissions.
- In April 2026, the calculator was updated to reflect the latest science and to include mitigation technologies (EcoPond and low methane sheep genetics). Other changes include recognising the use of manure solid separators, organic fertilisers and breed-based liveweight assumptions for dairy, and updates in line with New Zealand's Greenhouse Gas Inventory reporting for agriculture.
- The Calculator provides a practical means of estimating the impact of different mitigations using farm data, which farmers can then use to make informed purchasing decisions on the technologies that will be most effective.
- The Calculator is based on MPI's Farm Emissions Method, a standardised, science-based methodology for estimating farm-level greenhouse gas emissions. It is aligned with the latest agriculture sector reporting in New Zealand's Greenhouse Gas Inventory Report and will continue to be updated to reflect future improvements.
- This provides farmers with an accessible option to report their emissions in a way that is credible, comparable, and globally recognised. The Farm Emissions Method is highly transparent so farmers and the sector can have confidence in the results.
- The Farm Emissions Method is available via a technical paper which details the method and sources of information, as well as a publicly available codebase which anyone can download and utilise.
- Additionally, it is also available for integration via an API with other farm management systems, enabling processors and agri-tech companies to use the same robust methodology that sits behind the Calculator. As much as possible, it aligns with farm data that is already being utilised by those systems.

Title: Indigenous perspectives

Question From Party: Canada

Question raised on: 08.04.2026 CEST

Question Category: Mitigation actions, policies and measures supporting NDC implementation

Question: How are Indigenous perspectives taken into account in setting climate targets and developing climate plans and policies, in terms of both mitigation and adaptation?

Answer:

Legislative requirements

Indigenous (Māori) perspectives are embedded throughout New Zealand's climate policy with specific legislative requirements outlined in the Climate Change Response Act (CCRA). More broadly, the Public Service Act 2020 and Environment Act 1986 require the Crown to recognise and actively protect Māori rights and interests and build public service capability to engage with and understand Māori perspectives.

The independent Climate Change Commission is required to consider the Crown-Māori relationship and specific effects on Māori when providing advice or reports to the Government. This includes advice on climate targets.

When developing an emissions reduction plan, the CCRA requires that the plan include a strategy to recognise and mitigate impacts on Māori, and to ensure Māori have been adequately consulted.

The CCRA also requires a National Adaptation Plan to consider the economic, social, health, environmental, ecological and cultural effects of climate change, including specific effects on iwi and Māori. Adaptation planning

therefore requires consideration of Māori community needs, including (where relevant and consistent with legislation) drawing on iwi (tribal) management plans, and these frameworks were developed through extensive engagement with Māori with partnership and participation central to implementation.

Practical approach

Requirements to consider the impact on Māori are generally implemented through Treaty Impact Analysis from the start of policy development, helping ensure proposals recognise Māori interests and are Treaty-compliant.

Engagement with Māori is ongoing and structured. The Ministry for the Environment works with Māori representative bodies, tribal authorities, and community organisations through joint work programmes, targeted workshops and regular meetings. The Ministry aims to engage early and proportionately while continuing to strengthen practice to support meaningful Māori participation in climate decision-making. Feedback is documented and used to inform policy design.

Alongside this, the Māori Climate Platform provides a mechanism to support Māori-led climate action and resilience.

Title: GHG Inventory methodologies and mitigation measures

Question From Party: Canada

Question raised on: 08.04.2026 CEST

Question Category: National inventory report

Question: What processes do you have in place to ensure inventory methodologies effectively reflect changes in activities/practices resulting from mitigation measures?

Answer:

The approach varies between different sectors of the Greenhouse Gas inventory. We have provided some examples below.

Agriculture sector:

- The development of practices and technology to reduce emissions in the Agriculture sector also need to be incorporated into the agriculture inventory model when they are used. New Zealand uses an independent group of experts who meet at least once a year to assess proposed improvements to the Agricultural Greenhouse Gas Inventory. The use of this group helps ensure that methodological changes to the agriculture inventory are able to take mitigation measures into account, are robust, and implemented in the agriculture inventory in a timely way.

Waste sector:

- The waste sector of New Zealand’s Inventory applies a layered QA/QC approach to ensure waste inventory methodologies remain aligned with changes in activities and practices driven by mitigation measures, combining data verification across multiple sources, independent quality assurance by third-party contractors, and internal quality control checks. Regular reviews of activity data and trends are used to determine whether methodological improvements are required, helping to ensure methods continue to accurately reflect mitigation implementation and maintain robustness of the waste inventory estimates.

Title: New technologies in GHG Inventory development

Question From Party: Canada

Question raised on: 08.04.2026 CEST

Question Category: National inventory report

Question: How have you been able to leverage new technologies such as artificial intelligence to improve GHG inventory development?

Answer:

The approach varies between different sectors of the Greenhouse Gas inventory. We have provided some examples below.

General:

- Inventory compilation processes have been made more efficient though the use of programming software such as R.

Agriculture sector:

- Inventory research on methane emissions from cattle has benefitted from the development and use of Greenfeed machines, which can measure emissions from cattle in typical grazing or barn situations.

LULUCF sector:

- New Zealand has tested the utility of deep learning techniques for land use mapping with mixed results. It has provided some benefit, identifying small patches of forest area in Sentinel-2 satellite imagery which has not been picked up using conventional classification techniques, but this mapping included a high rate of false positive detections, making it unsuitable for automation.
- Machine learning techniques have also been employed with high resolution (0.3 – 0.5 m) optical imagery to detect evidence of land use change or replanting over areas of forest loss. While the land cover classification from machine learning is reasonably accurate at this scale, the subsequent inference on future land use proved to be difficult to automate. Classification with human review is still significantly out-performing AI-assisted methods in our pipeline.

Waste sector:

- While artificial intelligence has not yet been used in the waste sector of New Zealand's GHG inventory, New Zealand is exploring its potential, alongside increased automation, to improve efficiency and analytical robustness. This work involves weighing potential benefits such as more efficient data processing and strengthened quality assurance against key challenges around transparency, methodological alignment, data quality, and governance, to ensure any future adoption upholds good practice principles for compiling national greenhouse gas inventories and reporting credibility.

Title: Long-term capacity for accurate GHG trends and projections estimates

Question From Party: European Union

Question raised on: 08.04.2026 CEST

Question Category: National inventory report

Question: The Technical Expert Review Report (TERR) of New Zealand's first BTR points to a number of areas of improvement for the New Zealand's national greenhouse gas inventory LULUCF sector. Given the importance of the LULUCF sector for New Zealand's emissions trajectory, could New Zealand elaborate on the planned measure to address those areas of improvement particularly with regards estimates for its key categories?

Answer:

New Zealand's Ministry for the Environment is the government agency responsible for reporting emissions from the LULUCF sector. Current resourcing is fully allocated to the improvement efforts already underway or in the final stages of procurement, each of which address key categories. These specifically relate to methods of estimating carbon stocks and stock change in pre-1990 natural forest (key categories: *Land converted to forest land* and *Land remaining forest land*), and recommendations 6.L.1 and 6.L.4, both of which address the full range of categories across the LULUCF sector. In addition to these, 6.L.7 (key categories: *Land converted to forest land* and *Land remaining forest land*) and 6.L.9 (key category: *Harvested Wood Products*) have been identified as having benefits across government agencies, namely with the Ministry for Primary Industries, and a joint effort is underway to acquire resourcing to begin work on both.

For the remaining recommendations made by the expert review team, and other improvements previously identified by the Ministry for the Environment, a prioritisation framework is being developed which will be used to triage the improvements programme. Criteria such as resources required, scale of improvement, and key categories, will be used to plan the future improvements programme.

Title: Impact of current emission trajectories on the achievement of New Zealand's 2030 NDC target

Question From Party: European Union

Question raised on: 08.04.2026 CEST

Question Category: Progress towards/achievement of the NDC

Question: New Zealand's 'With Measures' scenario projects emissions will be above their 2030 NDC target. Could New Zealand specify what further Policies and Measures (PaMs) are planned to ensure New Zealand meets its 2030 NDC target? Also, how does the planned creation of an enabling regime for Carbon Capture Utilisation and Storage (CCUS) fit within New Zealand's emission reduction trajectory?

Answer:

The second emissions reduction plan (available from https://environment.govt.nz/publications/new-zealands-second-emissions-reduction-plan/) sets out the additional policies and measures currently planned to help reduce New Zealand's domestic emissions over the NDC1 period. These include supporting the rollout of EV chargers, investing in resource recovery in the Waste sector, and introducing a product stewardship scheme for refrigerants. The Government has also committed more than $400 million over the next four years to accelerate new tools and technology to reduce on-farm agricultural emissions, including through AgriZeroNZ and the Ag Emissions Centre.

New Zealand continues to prioritise domestic action to help achieve NDC1. We are currently exploring all available options to deliver on our NDC1 commitment while recognising the challenges involved. This includes exploring options for collaborating with other countries to meet our climate goals, including international cooperation in the context of Article 6 of the Paris Agreement, which is part of a broader ongoing bilateral dialogue with several partner countries.

In the second emissions reduction plan, CCUS was projected to reduce emissions in Emissions Budget 2 (EB2) by 1.0Mt. These projected removals related to one potential project, which is no longer going ahead. Accordingly, the emissions impact from CCUS was removed from the projections when they were updated in 2025. We are still progressing with the CCUS regime to remove regulatory barriers so that emergent forms of carbon storage can be recognised as they arise in the near future. The treatment of CCUS in the projections will remain under review as the CCUS legislative changes progress. Despite the removal of the impact of CCUS in the 2025 projections, those projections showed that New Zealand remains on track to meet EB2.
