

# Importing used light vehicles to New Zealand under the Clean Car Standard



The following information is to help used light vehicle importers understand what they need to do to meet their obligations under the Clean Car Standard (CCS).

## Overview

The CCS is a government initiative that regulates importers to reduce CO<sub>2</sub> emissions to specific targets by encouraging a greater supply of low and no emission vehicle imports to New Zealand.

From 1 January 2023, a vehicle's CCS value is used to determine whether a charge may need to be paid or a credit may be earned for the vehicle. This value is called the 'CO<sub>2</sub> difference' in the CCS system. The value will either be a positive or negative number. A negative number means a charge will be due unless offset later by the importer.

For vehicles that are below the weight adjusted annual target the importer receives a positive CCS CO<sub>2</sub> value that they can use to offset vehicles that are above the weight adjusted target.

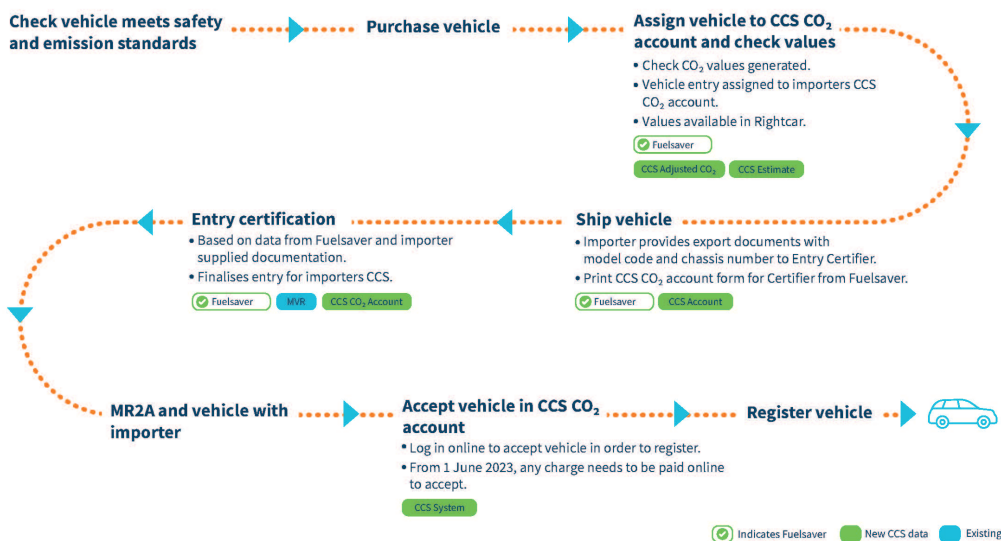
Light vehicle importers must have a CO<sub>2</sub> account and use the CCS system operated by Waka Kotahi to manage their vehicles to comply with the CCS.

This diagram shows the pathway for importing used and parallel import vehicles.

## Used vehicle importation process

Includes parallel imports of new vehicles.

Accurate and reliable information for vehicles imported into New Zealand is required for entry compliance. This includes new clean car regulations to support government initiatives on climate change, energy efficiency and energy conservation measures. The Fuelsaver system provides a way to assign your imported vehicle to your CO<sub>2</sub> account and determine before certification what the clean car account values will be. This diagram shows the lifecycle and touchpoints of importing a previously offshore registered vehicle (used import).



## CO<sub>2</sub> accounts

- The CCS system calculates a CCS CO<sub>2</sub> value (called the CO<sub>2</sub> difference) for each vehicle and records that vehicle and its details in an importer's CO<sub>2</sub> account.
- The CO<sub>2</sub> difference is a complex calculation and the vehicle's WLTP CO<sub>2</sub> value alone doesn't determine the charge or credit - the weight ratio to CO<sub>2</sub> is a significant factor.
- Applying for a CO<sub>2</sub> account can be done by any legal entity (including individuals). A Pay as You Go (PAYG) account is provided as the default. Importers can apply for a Fleet Average account at any time or revert from a Fleet Average to a PAYG.
- The CCS system automatically creates vehicle records in the importer's CO<sub>2</sub> account based on records in the Motor Vehicle Register (MVR).
- There are three main sequential status steps for each vehicle record. A record is:
  - created by assigning the VIN or Chassis number to the account
  - pending acceptance once entry compliance is completed
  - accepted by confirming this is the importer's vehicle and the details are correct.
- Vehicle transactions can be searched, sorted and filtered and exported in a CSV file format for distributors to use for their business information.
- The CO<sub>2</sub> accounts also have other reporting information to help importers manage their accounts and targets.
- Accounts can have as many users as authorised by the account owner.
- Account settings can be controlled by authorised account users.

## Vehicle processing

- Once the vehicle is purchased and the importer has the documentation with a VIN or chassis number, they can record this data in the Fuelsaver system to assign the vehicle to the CO<sub>2</sub> account. This will provide early visibility of the CCS values on the Fuel Consumption Statement.
- The assignment action linking the vehicle to the importer's CCS account is held in Fuelsaver and displays in the dealer bulk enquiry in Rightcar. It will update the CCS account once the vehicle has cleared Customs.
- If the WLTP CO<sub>2</sub> value is not as expected now is the time to seek a Statement of Compliance or other approved evidence of the CO<sub>2</sub>.
- Importers need to give certifiers a CCS CO<sub>2</sub> account number. The certifier will ensure the account number supplied is loaded against the VIN even if this differs from a record previously loaded by the importer.
- Entry certifiers will confirm the vehicle details including fuel consumption details and confirm the vehicle technically complies with vehicle standards.
- The vehicle can leave the certifier with the MR2A registration form as normal.
- Both the Fleet Average and PAYG schemes require acceptance in the CCS system before vehicles can be registered.

## Charges and credits

- The used vehicle charge rates for 2024 are \$22.50 per gram for Fleet Average compliance schemes and \$18.00 per gram for PAYG.
- For Fleet Average, it's only the net position at the end of a year that determines if there's a charge or a credit. For charges there's a three-month settlement period after the end of the year before any residual amount is due.
- For PAYG vehicles, charge obligations began from 1 January 2023 but were due from on 1 June 2023.

## Payments and Transfers

- Since 1 June 2023, importers have the option to pay for chargeable vehicles or offset with credits. Credits don't need to be used to offset charges and can be left to accumulate.
- Transfers on any credit balance held started from 1 June 2023.
- Credits can be transferred between new-to-new accounts or used-to-used accounts and between Fleet Average and PAYG schemes.
- GST and Anti Money Laundering requirements apply to credit transfer activity.

For more information visit the Waka Kotahi website: <https://www.nzta.govt.nz/vehicles/clean-car-programme/clean-car-standard/>

If you have any questions, please email [CCSImporter@nzta.govt.nz](mailto:CCSImporter@nzta.govt.nz) or call 0800 141 801.