



Programme update

The overall project status has improved to amber since the Ministerial decision to phase the delivery of the programme and deferral of PAYG invoicing and reporting. This has taken considerable pressure off the team and will allow for more achievable planning of the 2023 releases. It was well received by industry.

Delivered

Release 1. Delivered and functioning well.

- As at 28 November, 61 new and 472 used importers have created a CO2 account. These represent businesses who imported approximately 85 percent of all vehicles in 2021. Of those who represent the remaining 15 percent of vehicles imported in 2021, many are one-time vehicle importers who may not import again and will not create an account. It will be increasingly challenging to track and link account creation to the percentage of total number of vehicles imported.

Current focus

Release 2. On 29 November 2022, the Steering Committee approved go-live for 1 December 2022.

- The technology has been built and has completed systems and integration, performance, security, and user testing.
- R2 remains Amber as there are outstanding software bugs of varying severity that are being addressed or backlogged.
- Change management and communications have been delivered, and industry peak bodies are informed of R2 changes. Multiple webinars have been held for the new and used car industry.
- The CCS support team and CCS hypercare will be at full capacity by 1 December 2023 and will provide support for customer questions and compliance with the Legislation.

Release 3. On track for 1 January 2023, as an MVP.

- Technology development complete by 2 December 2022. Given the complexities of R3, testing is critical and requires time, that in the shortened month of December is tight but achievable with risk, i.e., it takes longer or discovers severe bugs.
- As R3 is an MVP with non-essential functionality de-prioritised, a follow up release is likely in January 2023.
- Manual processes are being developed to compensate for any de-prioritised automated functions.
- Change management (industry engagement and training, internal training), timeframes remain tight but achievable, with a milestone date of 23 December 2022.
- R3 planning will allow for minimal staffing requirements over the Christmas 2022 period. The majority of the team have volunteered to return to work early, in the first week of January 2023.

Industry engagement and communications continues to create a largely supportive industry, as evidenced by recent media around CCS that was absent of any industry comment on Waka Kotahi NZ Transport Agency or the programme. Regular engagement sessions continue for both new and used industry and both groups have been assisting in comms distribution and acceptance testing activities. Q&A webinars have been well received and will continue for future releases.

Category	Risk Name	Risk Description & Details	Current Risk Level	Treatment / Mitigation	Target Risk Level
Health and Safety	Key person resources unavailable for R3	If projects lose key personnel prior or during R3 in the lead up to Christmas 2022, i.e., COVID-19 illness, the ability to deliver a legislative change will be at risk.	Critical	Work through Christmas and New Year period. December workplan aims to deliver ahead of 23 December 2022.	Critical
Reputation	Industry trust CO2 data	Importers may not trust the externally provided CCS data due to previous data quality issues in the CCD Project.	Critical	Provide industry with early access to the system including API data extracts of vehicles and their corresponding CO2 values. This is likely to be an ongoing risk until longer term plans are developed.	High

Overall timeline – by release and month

