

OC220698

23 August 2022

s 9(2)(a)

Tēnā koe s 9(2)(a),

I refer to your email dated 8 August 2022, requesting the following under the Official Information Act 1982 (the Act):

- The June 2, 2022 document “Decarbonising Transport - introducing the strategic work programme”, reference number OC220395
- The June 3, 2022 document “Process design for the trial of the Clean Car Upgrade Scheme”, reference number OC220437
- The June 16, 2022 document “Long-term Electric Vehicle Charging Strategy – progress update and Next Steps”, reference number OC220417
- The June 16, 2022 document “Joint briefing: Taking action on fuel prices-next steps”, reference number OC220447
- The June 15, 2022 document “Meeting with the MIA Council”, reference number OC220470
- The June 22, 2022 document “Release of HAPINZ 3.0”, reference number OC220469
- The June 28, 2022 document “implications of difference models for congestion charging legislation”, reference number OC220505
- The June 29, 2022 document “Draft Cabinet paper for the clean car upgrade”, reference number OC220490
- The June 30, 2022 document “Advice on the proposal to vary the Auckland regional fuel tax scheme”, reference number OC220534

The nine documents that fall within scope of your request are listed in the document schedule attached as Annex One. The schedule outlines how each document you requested has been treated under the Act. Of the nine documents, two are attached, six are being withheld in full, and one is being refused in full. Certain information, or full documents have been withheld or refused under the following sections of the Act:

- |             |  |
|-------------|--|
| 9(2)(a)     | to protect the privacy of natural persons  |
| 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 |

9(2)(f)(iv)	information would be likely to prejudice the supply of similar information, or information from the same source, and it is in the public interest that such information should continue to be supplied 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
18(d)	the information requested is or will soon be publicly available

With regard to the information that has been withheld under section 9 of the Act, I am satisfied that the reasons for withholding the information at this time are not outweighed by public interest considerations that would make it desirable to make the information available.

You have the right to seek an investigation and review of this response by the Ombudsman, in accordance with section 28(3) of the Act. The relevant details can be found on the Ombudsman's website [www.ombudsman.parliament.nz](http://www.ombudsman.parliament.nz)

The Ministry publishes our Official Information Act responses and the information contained in our reply to you may be published on the Ministry website. Before publishing we will remove any personal or identifiable information.

Nāku noa, nā



Hilary Penman  
Manager, Ministerial Services

## Annex One - Document Schedule

Doc#	Reference number	Document	Decision on release
1	OC220395	Decarbonising Transport - introducing the strategic work programme	Some information withheld under Section 9(2)(a).
2	OC220416	Process design for the trial of the Clean Car Upgrade Scheme	Withheld in full under Section 9(2)(f)(iv).  We note the OC reference number you quoted for this title (OC220437), belongs to a different paper ( <i>Reshaping Streets regulatory changes – Cabinet Paper</i> ). We have interpreted your request to be for the paper as titled, rather than by OC number in this case.
3	OC220417	Long-term Electric Vehicle Charging Strategy – progress update and next steps	Some information withheld under Sections 9(2)(a), 9(2)(f)(iv) and 9(2)(g)(i).
4	OC220447	Joint briefing: Taking action on fuel prices- next steps	Refused in full under Section 18(d) as it will soon be publicly available on the Ministry's website at:  <a href="http://www.transport.govt.nz/area-of-interest/revenue/rates-of-petrol-excise-duty-and-road-user-charges/">www.transport.govt.nz/area-of-interest/revenue/rates-of-petrol-excise-duty-and-road-user-charges/</a>
5	OC220470	Meeting with the MIA Council	Withheld in full under Sections 9(2)(ba)(i) and 9(2)(f)(iv).
6	OC220469	Release of HAPINZ 3.0	Withheld in full under Section 9(2)(f)(iv).  The HAPINZ 3.0 report itself is now publicly available. You can access it at: <a href="https://environment.govt.nz/assets/publications/HAPINZ/HAPINZ-3.0-Findings-and-implications.pdf">https://environment.govt.nz/assets/publications/HAPINZ/HAPINZ-3.0-Findings-and-implications.pdf</a>
7	OC220505	Implications of different models for congestion charging legislation	Withheld in full under Section 9(2)(f)(iv).

8	OC220490	Draft Cabinet paper for the Clean Car Upgrade	Withheld in full under Section 9(2)(f)(iv).
9	OC220534	Advice on the proposal to vary the Auckland Regional Fuel Tax Scheme	Withheld in full under Section 9(2)(f)(iv).





9 June 2022

OC220395

**Hon Michael Wood**  
**Minister of Transport**

**Action required by:**  
 Wednesday, 8 June 2022

## **DECARBONISING TRANSPORT – INTRODUCING THE STRATEGIC WORK PROGRAMME**

### **Purpose**

Introduce our strategic work programme on decarbonising transport, which builds on the first emissions reduction plan (ERP) by looking out to 2035 and what is required to achieve the transport emissions reductions anticipated in emissions budgets two and three. We seek your agreement on the proposed work programme, including our high-level deliverables through to December 2022.

### **Key points**


- While the ERP sets out transport targets and initial actions, it does not go into detail about how these will be achieved. This detail is important to ensure that Te Manatū Waka Ministry of Transport (the Ministry) and the wider transport sector is clear on its role in the next steps for achieving emissions reductions.
- The ERP also does not go into detail about all of the factors that will influence whether, when, and how we achieve our transport emissions reduction targets, especially in the 10-15 year timeframe. These factors include potential trade-offs, opportunities to maximise co-benefits, and important sequencing considerations.
- The current ERP actions will all contribute to emission reductions, but these actions alone will not be sufficient to ensure that targets are achieved. Ongoing work will be needed to build on *Hikina te Kohupara* and identify options for greater emission reductions out to 2035 and beyond.
- As signalled in *Hikina Te Kohupara* and most recently in the Weekly Report for the week ending 8 April 2022, we are proposing to develop a transport-sector strategy and action plan to reinforce the Government's approach to reducing transport emissions, demonstrate how we are going to deliver on the transport commitments made in the ERP, and signal some of the key investment and policy decisions required in the 10-15 year timeframe. This will build on the ERP by:
  - setting new sub-national targets for reducing vehicle kilometres travelled (VKT) by the light fleet in our largest urban areas (as committed to in the ERP)

- outlining a monitoring framework and reporting mechanisms for delivering on ERP initiatives to ensure accountability
  - providing more detail on how ERP initiatives will be delivered, including ownership and timeframes for key milestones and stakeholder engagement
  - Identifying important trade-offs, opportunities for co-benefits, and sequencing considerations in the 10-15 year timeframe and beyond, to help guide near-and-medium term planning and help to catalyse stakeholder action.
- While the strategy and action plan will look out to 2035, they will need to be informed by the Ministry's analysis looking beyond this timeframe to ensure that they are consistent with the 2050 Net Zero target. We will include significant considerations raised by this long-term analysis when we brief you on the draft content of the strategy and action plan.
  - The strategy will be informed by the Ministry's Generational Investment Approach (GIA) to help identify longer-term investment and policy priorities in a way that we expect will support conversations with Treasury about multi-year funding commitments.
  - We are proposing to publish the strategy and action plan in December 2022. The Ministry will work closely with the transport agencies to develop the documents, and undertake targeted engagement with iwi/Māori, local government, and representative community groups on the sub-national VKT reduction targets. We are not proposing significant engagement beyond this, given the extensive consultation that has taken place for both Hīkina te Kohupara and the ERP, but some targeted engagement of key stakeholders will be required.
  - As part of this work programme, we will also be contributing to the all-of-government ERP implementation plan and preparing for the next ERP. The strategy and action plan will be developed alongside the implementation of key ERP initiatives, including those that received funding through Budget 2022.

## Recommendations

We recommend you:

- 1 **agree** with the Ministry's proposal to develop a transport-sector strategy and action plan to support the delivery of the transport commitments made in the ERP and signal key decisions required in the 10-15 year timeframe Yes / No
- 2 **note** that the Ministry has begun implementing ERP initiatives in parallel with this proposed work, will also be contributing to the all-of-government implementation plan for the ERP, and is preparing for the next ERP
- 3 **note** that the actions in the first ERP alone are not sufficient to meet the 2035 target
- 4 **note** the level of targeted engagement that is proposed, including with iwi/Māori, local government, and representative community groups on the new sub-national light VKT reduction targets
- 5 **indicate** whether you would like to with officials to discuss this briefing and the broader work programme Yes / No

  
Ewan Delany  
Manager, Environment, Emissions and  
Adaptation, The Ministry of Transport  
9 / 6 / 2022

Hon Michael Wood  
Minister of Transport  
..... / ..... / .....

Minister's office to complete: ☐ Approved ☐ Declined  
☐ Seen by Minister ☐ Not seen by Minister  
☐ Overtaken by events

## Comments

## Contacts

Name	Telephone	First contact
Ewan Delany, Manager, Environment, Emissions and Adaptation	s 9(2)(a)	✓
Lucia Sobiecki, Senior Adviser, Placemaking & Urban Development	s 9(2)(a)	
Ella Sparrow, Adviser, Environment, Emissions and Adaptation	s 9(2)(a)	

# DECARBONISING TRANSPORT – INTRODUCING THE STRATEGIC WORK PROGRAMME

## Background

- 1 We introduced the forward work programme for decarbonising transport to you in the Weekly Report (week ending 8 April 2022). We noted that we would provide you with a briefing by the end of May 2022, detailing the Decarbonising Transport strategic work programme and next steps.
- 2 As you know, the first emissions reduction plan (ERP) for 2022 – 2025 was published on 16 May 2022. There is now significant expectation on transport to deliver on the commitments made in the ERP and reduce emissions. You have also highlighted that this is one of your top two priorities.
- 3 We are focused on implementation and ensuring the transport actions are delivered within the first emissions budget period. While the ERP sets out the transport targets and initial actions, it stops short of getting into the next level of detail of how these will be achieved. Getting clear on what is required to deliver each action, who is responsible, and more detailed timeframes and responsibilities, will all be critical for delivery. The current ERP actions will all contribute to emission reductions, but these actions alone will not be sufficient to ensure that targets are achieved. Ongoing work will be needed to identify options for greater emission reductions.
- 4 The ERP also does not go into detail about all of the factors that will influence whether, when, and how we achieve our transport emissions reduction targets, especially in the 10-15 year timeframe. These factors include important trade-offs, opportunities for co-benefits, and sequencing considerations.
- 5 We are proposing to develop a transport-sector strategy and action plan to reinforce the Government's strategic approach to reducing transport emissions, demonstrate how it will deliver on the transport commitments made in the ERP, and signal key decisions required in the 10-15 time horizon. This is discussed in more detail below.
- 6 Alongside this work programme, the Ministry and Waka Kotahi New Zealand Transport Agency (Waka Kotahi) will continue to develop and implement key initiatives, such as the Public Transport Operating Model (PTOM) review, the Clean Vehicle programme and Reshaping Streets regulatory changes, and initiatives funded through the Climate Emergency Response Fund (CERF), such as the Clean Car Upgrade and Social Leasing.

## The strategy will confirm and embed the Government's strategic approach to reducing transport emissions

- 7 We are proposing that the strategy and action plan are published together, but as separate documents. This is because the strategy will look out to 2035 and what is required to achieve the transport targets in the ERP, whereas the action plan will be focused on delivering the actions in the first emissions budget period (2022-2025).



- 8 The strategy will not revisit commitments that have already been made through the ERP. The strategy is an opportunity to reinforce to local government, the wider transport sector and the public the vision and goals the Government has for decarbonising the transport system out to 2035 and beyond. This includes setting out:
- 8.1 the focus areas and transport targets (from the ERP)
  - 8.2 new sub-national light fleet VKT reduction targets for Tier 1 and 2 urban areas that align with achieving the national VKT target (as committed to in the ERP)
  - 8.3 key policy and investment decisions required out to 2035, including potential trade-offs, opportunities to maximise co-benefits, and sequencing considerations
  - 8.4 approaches to supporting an equitable transition through the transport system
  - 8.5 a monitoring framework to ensure accountability.
- 9 The ERP sets the emissions budgets for the first three budget periods (2022-25, 2026-30, and 2031-25) but only sets out actions that will be taken during the first emissions budget period (2022-25).
- 10 The strategy will fulfil some immediate commitments made in the ERP (such as setting new sub-national targets for reducing vehicle kilometres travelled (VKT) in our largest urban areas and outlining a monitoring framework and reporting mechanisms for delivering on ERP initiatives).
- 11 The strategy will also identify key decisions required in the 10-15 year timeframe and beyond, including important trade-offs, opportunities for co-benefits, and sequencing considerations, to help guide near-and-medium term planning, signal the likely direction of travel, and help to catalyse stakeholder action.
- 12 The strategy is a medium-term “mezzanine” transport strategy that focuses on bigger objectives that cut across agencies and levers, such as the road safety strategy, Road to Zero, and the Freight and Supply Chain Strategy that is being prepared. These strategies are now being informed by the Generational Investment Approach (GIA), which sets investment and policy priorities through a 10–50-year framework.
- 13 The GIA will support the development of the strategy, including the identification and consideration of medium-term options in a way that supports conversations with Treasury about multi-year funding commitments. It will also help identify trade-offs and decision points, and support development of the next ERP.

**The action plan will detail how the Government will deliver on its transport commitments in the first ERP**

- 14 The action plan is an opportunity for the Government to demonstrate in detail how it intends to deliver the transport commitments in the ERP. This will build on the ERP Table of Actions, setting out:

- 14.1 ownership responsibilities for each specific transport action included in the ERP, including at different stages (e.g. policy development versus implementation)
- 14.2 detailed timeframes for when actions will be progressed and delivered (including key milestones)
- 14.3 how actions will be progressed and completed, including whether stakeholder consultation will take place
- 14.4 progress indicators, in line with the monitoring framework in the strategy.
- 15 This will help to ensure accountability by making it more transparent what steps the Government is taking to implement each transport action in the ERP.
- 16 The action plan is also an opportunity to highlight the co-benefits of some of the specific initiatives in the ERP, as well as their estimated impact on emissions. This is important for demonstrating the broader benefits of decarbonising the transport system, as well as highlighting actions that support an equitable transition.
- 17 Developing the action plan will be an important process for the Ministry, Waka Kotahi and other key stakeholders to establish how actions will be prioritised, progressed and in some cases funded. This will inform future budget bids and resourcing requirements over the next four years.
- 18 The action plan will not revisit decisions made through the ERP or include any significant new actions. It will focus on providing additional detail that was not included in the ERP. The work undertaken for the action plan will also support our input into the all-of-Government implementation planning for the ERP.

**We are proposing to undertake targeted engagement on the strategy and action plan**

- 19 As you are aware, there has been extensive public engagement on the transport material in the ERP, including consultation on the Climate Change Commission's advice Hikina te kohupara discussion document, and the ERP itself. For this reason, we are not proposing to undertake significant engagement on the strategy and action plan, as for the most part we are building on existing commitments rather than including new actions or material.
- 20 We will work closely with our key partners across central government and the transport agencies to develop the strategy and action plan, particularly where they have responsibilities in relation to delivering the actions.
- 21 In addition, we are planning to undertake targeted engagement with iwi/Māori, local government, subject matter experts, and representative community groups over the coming months on the new sub-national light VKT reduction targets. This is a commitment made in the ERP, and it is important that we get a high level of buy-in from local government and communities for these targets.
- 22 Further targeted engagement with key stakeholders may be required to inform the key policy and investment decisions out to 2035 that will be signalled in the strategy.

- 23 We will update you in the Weekly Report if we think any additional engagement will be required beyond what is outlined above.

**We also need to start preparing for the next ERP (ERP 2) for the 2026-2030 emission budget period**

- 24 MfE has signalled that work on the next ERP will begin soon. As part of this work programme, we will undertake initial scoping for ERP 2 from a transport perspective. This includes:
- 24.1 identifying gaps in the first ERP
  - 24.2 considering modelling requirements, noting that it is critical to start this early
  - 24.3 considering how monitoring and evaluation of the first ERP can inform ERP 2.
- 25 We welcome any insights you would like to share with us about your experience of the first ERP that could help us prepare for the next plan.

**We are aiming to align this work programme with other key transport initiatives and wider government programmes**

- 26 The strategy and action plan need to be developed alongside several other related Ministry work programmes. This includes the National Freight and Supply Chain Strategy, the Government Policy Statement on land transport 2024, and implementation of the initiatives funded out of the CERF in Budget 2022.
- 27 In addition, we need to consider the broader government work programmes, such as the Urban Growth Agenda, Resource Management reforms, and the New Zealand Energy Strategy.
- 28 Emissions-related work across government is moving at pace, which creates challenges for ensuring alignment. However, we will be looking for opportunities to strengthen links through the development of the strategy and action plan.

**The Ministry has met with Waka Kotahi and sought its feedback on the proposed programme of work**

- 29 Waka Kotahi currently has limited capacity to engage on this new work programme as it focusses on resourcing the implementation of ERP actions, in particular, the initiatives that have received CERF funding.
- 30 Given this, Waka Kotahi has limited capacity to engage meaningfully on the development of a strategy. However, it is committed to actively supporting the Ministry to progress sub-national VKT reduction targets, as the targets are a time critical dependency needed by Waka Kotahi and the wider sector to progress broader work on VKT reduction.
- 31 Waka Kotahi is supportive of the need for an action plan that clarifies the implementation details in the ERP, particularly detail around roles, responsibilities, and timelines. Waka Kotahi will work with the Ministry to progress this.



## Risks

- 32 We are aiming to publish the strategy and action plan in December 2022. This timeframe will be challenging for the Ministry and Waka Kotahi, given other commitments and resourcing constraints. However, the Government only has until 2025 to deliver on all the transport actions in the ERP (unless they are specified as needing to be completed earlier). We consider this work programme to be a priority as it will clarify the steps that need to be taken to ensure delivery.
- 33 The ERP also commits to completing sub-national VKT targets by the end of 2022. This acknowledges the important role these targets will play in informing spatial planning and VKT reduction programmes in Tier 1 and 2 urban areas, which in turn will help inform GPS 2024 development and funding decisions. In order to embed these targets in the strategy, they must be completed by the end of 2022.
- 34 There is a risk this work could be seen as a focus on more planning, rather than on implementation. This can be mitigated to some extent by highlighting that the strategy and action plan are providing additional detail that was not included in the ERP and is needed to ensure delivery. They will be developed alongside the implementation of several ERP initiatives, including those that received Budget 2022 funding.
- 35 There is a risk that the strategy could be seen to be relitigating the ERP. The intent of the strategy is to clarify and reinforce the Government's strategic direction on transport emissions, bringing together signals in Hīkina te kohupara and the ERP into a single document focussed on the agencies and levers needed to effect changes in the transport system. To mitigate this perception risk we will need to clearly present the strategy as having a clarifying role and as part of a suite of medium-term transport strategies alongside the Road to Zero and the Freight and Supply Chain Strategy.

## Next steps

- 36 The following table provides an overview of key milestones and how we propose to keep you informed:

Milestones	Timeframe
Agree on the proposed approach to the decarbonising transport work programme and meet with officials to discuss if required	June 2022
Officials will undertake targeted engagement with local government, iwi/Māori and community representatives on setting new sub-national light VKT reduction targets for Tier 1 and 2 urban areas	July 2022
Officials will provide an update on progress on the work programme, including the engagement undertaken	August 2022
Draft strategy and action plan will be provided to you for your feedback	September 2022
Report to the Cabinet Economic Development Committee seeking approval of the strategy and action plan.	November 2022
Final decarbonising transport strategy and action plan published	December 2022





16 June 2022

OC220417

**Hon Michael Wood**  
**Minister of Transport**

**Action required by:**  
Friday, 1 July 2022

## **LONG-TERM ELECTRIC VEHICLE CHARGING STRATEGY - PROGRESS UPDATE AND NEXT STEPS**

### **Purpose**

Update you on the development of the long-term Electric Vehicle (EV) Charging Strategy (the Strategy) and seek your direction on next steps, including proposed solutions to address emerging risks to the Strategy's delivery and implementation.

### **Key points**

- In October 2021, you agreed that the EV charging cross-agency working group would develop a standalone strategy document outlining the Government's long-term vision for our national EV charging infrastructure system, aided by engagement with key public and private stakeholders across the energy and transport sectors.
- Work on the Strategy is underway. At a high-level, the Strategy focuses on ensuring the accessibility, affordability, convenience, security and reliability of our national EV charging infrastructure to support the wider transition to and use of low-emissions transport over time.
- Agencies have developed five underpinning long-term outcomes, which set out key characteristics of our desired charging system and the recommended actions needed for their realisation. The policy levers to affect such on-going change sit across several Ministerial portfolios and government agencies.
- Preliminary engagement with industry, including the Clean Car Sector Leadership Group, Z Energy and Mercury, has revealed widespread support for this overarching vision statement and the high-level outcomes and focus areas presented.
- Progress on the Strategy has been delayed by several factors, including competing Te Manatū Waka work programme demands and COVID-19 related resourcing impacts. While the Ministry of Business, Innovation and Employment, Waka Kotahi NZ Transport Agency, and the Energy Efficiency and Conservation Authority have contributed to the wider EV charging interagency work programme and elements of the Strategy, Te Manatū Waka has led both the work programme's coordination and the Strategy's development. This has commanded significant Te Manatū Waka resource.
- The most significant delaying factor relates to the emerging incongruity in agency-level prioritisation and resourcing. In isolation, Te Manatū Waka has limited regulatory influence over key aspects of the EV charging infrastructure delivery environment, namely outcomes pertaining to, and reliant on, actions across the electricity sector.

- Successfully achieving the long-term strategic vision and key outcomes set under the Strategy will require buy-in from a range of stakeholders across the energy and transport sectors. This includes central and local government agencies, power utilities, private charging companies, automakers and property owners.
- To support the Strategy's delivery and implementation, we seek your direction on next steps, including recommended options to promote increased cross-agency buy-in and resourcing prioritisation, s 9(2)(f)(iv)

## Recommendations

We recommend you:

1 **agree to:**

- notify officials of your preferred option to address emerging risks related to the development and delivery of the Strategy; Yes / No

OR

- meet with officials to further discuss the options for addressing emerging risks related to the development and delivery of the Strategy; Yes / No

2 **refer** this briefing to the Hon James Shaw, Minister of Climate Change, to increase visibility and ministerial-level support for this work programme and the Strategy; Yes / No

3 **note** officials will continue progressing the Strategy's development.

*Joanna Pohatu*

Joanna Pohatu  
Acting Manager, Environment,  
Emissions and Adaptation

16.1.6.1 2022

Hon Michael Wood  
Minister of Transport

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Minister's office to complete:

- ☐ Approved
 ☐ Declined  
☐ Seen by Minister
 ☐ Not seen by Minister  
☐ Overtaken by events

Comments

## Contacts

Name	Telephone	First contact
Joanna Pohatu, Acting Manager, Environment, Emissions and Adaptation	s 9(2)(a)	✓
HanLing Petredean, Senior Adviser, Environment, Emissions and Adaptation	s 9(2)(a)	
Michelle Palmer, Adviser, Environment, Emissions and Adaptation	s 9(2)(a)	

## LONG-TERM ELECTRIC VEHICLE CHARGING STRATEGY - PROGRESS UPDATE AND NEXT STEPS

### Background/Context

*Lack of widespread, quality, and affordable electric vehicle (EV) charging will pose a barrier to our medium- and long-term EV uptake targets*

- 1 Accelerated and widespread charging infrastructure deployment is critical to support mass-market EV adoption and the Government's ambition for EV uptake and use to rapidly increase over the next decade and beyond.
- 2 In particular, the Government's commitment to the following targets underscores the need to ensure that charging infrastructure accelerates, rather than restricts, national EV uptake:
  - **Increase the share of zero-emissions vehicles to 30 percent of the light fleet by 2035** under the emissions reduction plan (ERP). To put this into perspective, EVs made up approximately one percent of our national light fleet as at April 2022.
  - **Achieve 30 percent zero-emission new truck and bus sales by 2030 and 100 percent by 2040** as the result of New Zealand signing a memorandum of understanding (MoU) on zero-emission medium and heavy vehicles. Currently, no New Zealand public EV charging stations can service heavy vehicles.
- 3 For light passenger vehicles (cars, vans, utes), the initial phase of developing basic geographic coverage has largely been completed. We now have over 320 fast charger heads (25kW and above), with individual chargers distributed approximately every 75km. These sites have been developed by private companies, with government co-investment (usually 50 percent) through the Low Emissions Transport Fund (LETF) administered by Energy Efficiency and Conservation Authority (EECA).
- 4 While this has given us a strong base network for the early adoption of light passenger EVs, much larger scale investment and further regulatory support is required to develop a charging network that can accommodate the number of EVs required to meet our emissions reduction targets, including for heavy EVs. This will require consideration of both public and private charging infrastructure and charging considerations, such as, residential off-street and home, residential on-street and/or hub, journey and destination charging. It is not yet clear whether there is sufficient commercial interest for industry to make this investment on its own at the pace required to enable rapid EV uptake.
- 5 Limited charging infrastructure has been one of the main barriers to EV uptake overseas. A recent EV consumer survey commissioned by EECA indicated that queuing was the most common factor inhibiting respondents (41 percent) from using public chargers more often.

*You have signalled work on EV charging infrastructure is a priority for this Government*

- 6 In October 2021, we provided you with a progress update on ongoing interagency work under the EV Charging Infrastructure work programme (OC210703 refers). We also sought your approval to finalise a standalone strategy document which would set out the Government's long-term vision to guide the expansion of our national EV charging infrastructure system over time.
- 7 You agreed to the development of a long-term EV Charging Strategy (the Strategy) and acknowledged its critical role in:
- ensuring coordination and consistency in the planning and implementation of our national EV charging infrastructure over the short- and long-term;
  - providing government (central and local), industry leaders, business leaders and the public with greater certainty around New Zealand's long-term EV charging outcomes, which could help shape co-investment in EV charging;
  - identifying and appropriately addressing any gaps in EV charging infrastructure capacity and coverage to enhance our ability to prepare for, and meet, future demand for EV charging; and
  - clarifying and setting expectations for actions and responsibilities across a range of key stakeholders across a national, regional and local level.
- 8 The Strategy is now a committed action under the Government's first ERP, though a directive for agency leads and ownership for parts of this work is not included for this action under the ERP.

**Progress on the Strategy is underway and has revealed further action on EV charging is needed, including across several ministerial portfolios**

*Te Manatū Waka has led several cross-agency workshops to progress the Strategy's development, including the vision, scope and long-term outcomes desired*

- 9 The cross-agency EV charging working group has developed the following draft vision for a national EV charging infrastructure system:
- Aotearoa New Zealand's EV charging infrastructure supports the transition to and use of low-emissions transport by being accessible, affordable, convenient, secure and reliable.*
- 10 This draft vision represents a system-wide overview and will ensure the Government's long-term strategic direction includes:
- **both public and private charging infrastructure and charging considerations**, such as, residential off-street and home, residential on-street and/or hub, journey and destination charging;
  - **a focus on charging for light EVs**, while accommodating for and recognising areas where other vehicle modes and zero-emission energy sources may fall within scope, such as commercial heavy trucks and hydrogen; and



- **a commitment to all New Zealanders** (existing and future EV users) to support an equitable transition.
- 11 The core interagency working group has subsequently developed five key long-term policy outcomes associated with expanding our national EV charging system in line with the proposed vision statement. The proposed long-term outcomes are:
- **Outcome 1:** New Zealand's EV charging system is underpinned by affordable, reliable, secure and safe power supply and infrastructure.
  - **Outcome 2:** All EV users can safely access and use EV charging when and where they need it.
  - **Outcome 3:** New Zealand's EV charging system is underpinned by integrated and streamlined cross-sectoral planning and standards.
  - **Outcome 4:** New Zealand's EV charging market functions effectively/is attractive to users, operators and investors and can adapt/evolve over time.
  - **Outcome 5:** Our national EV charging system supports the transition to, and use of, low-emissions transport modes across the wider transport system.
- 12 Each of these five draft outcomes will be supported by key focus areas, which will help to thematically group areas of work underway and further actions needed to achieve the relevant long-term outcome. This will also help to scope future resourcing needs and clarify lead and supporting roles for delivery and implementation. **Annex 1** provides an example of proposed focus areas and further actions relevant to Outcomes 1 and 2.

*Industry has reacted positively in preliminary engagement on the Strategy*

- 13 Te Manatū Waka officials have tested the proposed draft vision, scope and high-level structure of the Strategy with several key industry players, including Z Energy, Mercury and the Clear Car Sector Leadership Group (CCSLG). This engagement revealed widespread support for the Strategy's development and draft vision.
- 14 CCSLG members highlighted the need for further resource and prioritisation with respect to the expansion of our EV charging network in line with the strategic direction outlined. The CCSLG also noted the importance of delivering the Strategy sooner rather than later, i.e. this year.
- 15 The CCSLG also collectively reiterated the importance of clarifying roles and responsibilities across the EV charging system. The CCSLG considered a mandate was needed to either establish a lead agency to champion work on EV charging or otherwise ensure accountability in decision-making and progress on charging issues. This reflects the fact that the levers to affect this transition are held across a range of Ministerial portfolios and government agencies.

**We seek your direction on next steps, including potential solutions to secure greater cross-agency buy-in and resourcing to support the Strategy's delivery and implementation**

*Uneven cross-agency buy-in presents risks to the Strategy's delivery and implementation*

- 16 While work on the Strategy is underway, progress has been slower than anticipated.
- 17 Although development of the Strategy is intended to be a cross-agency effort, Te Manatū Waka has driven the majority of the Strategy's development, as well as the coordination of the wider cross-agency EV charging work programme. This has commanded significant Te Manatū Waka resource, which has already been impacted by competing Te Manatū Waka work programme demands and COVID-19 related FTE resourcing impacts.
- 18 As previously noted, officials have scoped a preliminary list of further actions needed to deliver the vision statement set under the Strategy. Delivering and implementing the actions outlined under the Strategy will require progression across a range of Ministerial portfolios and government agencies.
- 19 In isolation, there are limitations to how far Te Manatū Waka can influence key aspects of the EV charging infrastructure delivery environment, namely outcomes pertaining to, and reliant on, actions across the electricity sector. At an agency-level, Te Manatū Waka cannot direct agencies to progress the actions set out under the Strategy, particularly if agencies lack the capability or resource to progress the relevant action, or do not consider it to be a priority.
- 20 Already there has been difficulty in assigning ownership to complete a review of the Electricity (Safety) Regulations 2010 which cover the safety needs associated with charging EVs. This is a committed action under the ERP in response to direction from the Prime Minister's Office and stakeholder feedback on the draft ERP consultation document.
- 21 s 9(2)(g)(i) [REDACTED]
- 22 We would like to acknowledge, however, the excellent progress that EECA and Waka Kotahi continue to make on the public and private EV charging front through their work on the public EV charging roadmap, the LETF, and EVRoam.

s 9(2)(f)(iv) [REDACTED]

[REDACTED]

24 s 9(2)(f)(iv) [REDACTED]  
[REDACTED]  
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*If you are concerned about further delay to the Strategy's publication...*

28 Officials could publish a high-level strategy document setting out a vision statement and key long-term outcomes only. This would provide a quicker signal to industry and the public on Government's direction for EV charging.

29 However, this option would be unlikely to achieve the desired level of action and buy-in needed to achieve the vision statement and outcomes set due to lack of direction and clarity around roles and responsibilities and further actions needed. A lack of detail, particularly around further action, is unlikely to provide the level of direction and confidence desired by industry and the public, which could impact levels of market activity and EV uptake.

### Next steps

30 We recommend you notify officials of your preferred option to address emerging risks related to the development and delivery of the Strategy.

31 Officials will continue progressing the Strategy's development.

## ANNEX 1: EXAMPLES OF PROPOSED FOCUS AREAS AND FURTHER ACTIONS FOR STRATEGY OUTCOMES 1 AND 2

Focus Areas	Problem Definition	Is there currently Government work underway to address this focus area?	What further action may be needed to meet this focus area?
<i>Outcome 1: New Zealand's EV charging system is underpinned by affordable, reliable, secure and safe power supply and infrastructure</i>			
<b>Focus area 1a)</b> <b>Minimising stress on the electricity network</b>	EV charging has the potential to use significant amounts of power. Mass uptake of EVs could create congestion on parts of the electricity network and pose a risk to the security, quality, affordability and safety of our electricity supply, and vehicle charging equipment.	<p>The private EV charging subgroup (led by MBIE) is considering what interventions could reduce the risks of network impacts or expensive upgrades, while still promoting the uptake of EVs.</p> <p>There are already workstreams underway across government which are relevant to these risks, such as the Electricity Authority's recent consultation on the reform of distribution networks.</p> <p>The government is considering demand response capability by regulating charging devices.</p>	<ul style="list-style-type: none"> <li>Managing increased pressure on the residential distribution network during peak hours and seasonal peaks.</li> <li>Utilising vehicle and electricity supply data to identify and plan for electricity network requirements (e.g., offset inefficient network upgrades).</li> <li>Publish detailed electricity network capacity data so public and private infrastructure planners can see where constraints are and plan charging locations accordingly.</li> <li>Ensure electricity providers have the legal authority and obligation to plan for and support growing EV charging needs.</li> <li>Investigate emerging technologies that can prevent the need for additional power generation.</li> </ul>



*Outcome 2: All electric vehicle users can safely access and use EV charging when and where they need it*

<b>Focus area 2a)</b> <b>Improving the equity of, and access to, residential charging</b>	<p>Residential/home charging is considered the cheapest and most convenient form of EV charging. 92 percent of light vehicles are parked at a residential property overnight and over 80 percent use private off-street parking.</p> <p>However, as evidenced overseas, there is likely to be a growing need to address the barrier of people without access to home charging, particularly given the growing trend towards medium to high-density urban development.<sup>1</sup> Specific charging considerations are therefore needed for those in multi-unit dwellings/social housing, rental accommodation<sup>2</sup>, and locations with challenging topography<sup>3</sup>.</p> <p>Marae also present unique charging considerations and opportunities; marae are often high-access frequency areas which accommodate for and cater to a range of community needs and groups.</p>	<p>At present, there is no government work programme dedicated to overcoming residential EV charging barriers, such as for those living in rental accommodation, in multi-unit dwellings/social housing or in areas with challenging topography.</p> <p>Support for more inclusive and equitable residential charging is needed if we are to realise our vision for an affordable, accessible, and practical EV charging system for all EV users.</p>	<ul style="list-style-type: none"> <li>• Improved data and evidence base regarding access to chargers for those in rental accommodation, in locations with challenging topography and for those in multi-unit dwellings/social housing without access to off-street parking.</li> <li>• Roll-out and solutions for EV charging on marae.</li> <li>• Reviewing current regulations relevant to residential EV charging to ensure they remain fit for purpose.</li> <li>• Targeted government investment or intervention where gaps are identified in market provision, such as a right to charge policy for renters and government co-funding for residential chargers.</li> </ul>
<b>Focus area 2b)</b> <b>Accommodating for geographic variation in charging needs</b>	<p>Local factors dictate charging needs, including population density, renting patterns, public transit access and supply, and parking patterns.</p> <p>Regional communities are likely to face greater challenges in shifting towards certain forms of</p>	<p>EECA's Roadmap will help to identify and address critical regional public charging coverage gaps, but further government intervention may be needed to improve charging provision and service quality in rural/low-</p>	<ul style="list-style-type: none"> <li>• Providing for different trip/origin destination needs, such as urban, inter-regional and rural/low-population density areas.</li> <li>• Managing seasonal demand peaks for public EV charging.</li> </ul>

<sup>1</sup> ICCT White Paper (2021). Charging up America: Assessing U.S. Charging Infrastructure through 2030.

<sup>2</sup> The 2018 census indicated that approximately 1.8 million New Zealanders rent in some capacity.

<sup>3</sup> We now know this group forms about 5 percent of EV owners in New Zealand.

<b>and energy supply</b>	<p>lower-emissions transport, such as public transport, cycling and walking.</p> <p>EVs and supporting charging infrastructure will therefore play an important role in supporting rural and/or lower-density communities to transition towards lower-emissions transport. Access to convenient charging points will be essential to ensure that remote communities do not become further isolated, either because they become unreachable for other EV motorists, or because they themselves are unable to utilise new EV technology. This includes consideration of public charging access and location, as well as workplace and home charging.</p>	<p>population areas. This includes ways of classifying regional/rural areas and what the desired target/charging goal is for those areas.</p>	<ul style="list-style-type: none"><li>• Ensuring the installation of public charging in rural/remote locations.</li><li>• Ensuring rural communities, especially those with low-population density, have appropriate charging provision and grid connection.</li><li>• Identifying areas where charging for larger vehicles and longer VKT per trip distances may require streamlined installation and/or permitting processes.</li><li>• Explore the benefits of co-location of amenities with rural EV charging, which may bolster the business case and provide economic opportunities to the local community.</li></ul>
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