

Supercharging EV Infrastructure



✓ PARTY VOTE
National

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Supercharging EV Infrastructure

National will deliver a comprehensive, nationwide network of 10,000 public electric vehicle chargers by 2030, as part of our plan to rebuild the economy for all New Zealanders.

A nationwide EV charging network will allow more Kiwis to make the switch to electric and help achieve New Zealand's climate change goals without making life harder for motorists.

Getting more Kiwis into EVs means transport emissions can come down while Kiwi families still enjoy the convenience and reliability of driving their own vehicle. Reducing transport emissions is crucial to deliver on our climate change commitments. Transport is currently responsible for around 20 per cent of New Zealand's total emissions.

Unlike many countries, where the electricity to charge EVs is often generated from burning fossil fuels, New Zealand's clean, green renewable electricity means EVs make environmental sense.

New Zealanders won't switch to an EV if they can't be sure they can recharge their car when and where they need to. Surveys find 'range anxiety' – concern about running out of power on the road – continues to be a major barrier to switching to an EV.

Kiwis are right to be worried. Investment in public EV infrastructure has not kept pace with the rising number of EVs on our roads. New Zealand now has the fewest public chargers per electric vehicle in the OECD.

As EV technology improves and major car manufacturers phase out their production of internal combustion vehicles, EVs will become the preferred choice for more and more Kiwi families with or without subsidies – but only if the charging infrastructure to support them is available.

National will scrap Labour's unfair and regressive Ute Tax, which taxes the essential work vehicles used by farmers and tradies to subsidise relatively well-off people to buy EVs. Instead, National will accelerate the rollout of public charging infrastructure using the highly successful co-investment model National previously used to deliver high speed fibre internet to the vast majority of the country.

National's plan to supercharge EV infrastructure

- Invest \$257 million over four years to deliver a network of 10,000 public EV chargers by 2030, nearly ten times more than the current number of public EV chargers.
- Revive the highly successful Ultra-Fast Broadband (UFB) funding model to ensure EV chargers are built where drivers need them including underserved areas.
- Cut the red tape holding back EV infrastructure investment by eliminating the need for resource consent for EV charging points to reduce up-front costs.
- End the "ute tax" and clean car discount schemes which Labour said would be fiscally neutral but which are unnecessary, expensive and fiscally unsustainable.

Supercharging EV infrastructure is part of National's plan to rebuild the economy and get it working for all New Zealanders. A strong economy means an end to the cost-of-living crisis, higher incomes, lower mortgage rates, and it means New Zealand can also afford the quality public services we all rely on.

New Zealand needs more EV chargers

New Zealand has some of the cleanest electricity in the world. More than 80 per cent of our electricity generated from renewable sources like hydro, wind, geothermal and solar. National’s plan to Electrify NZ aims to double the supply of clean, renewable electricity.

Despite what some political parties claim, New Zealand’s clean electricity means we can achieve our climate change goals without forcing people out of their own cars. National’s strategy for lower transport emissions is to encourage more people to make the switch from petrol or diesel vehicles to electric.

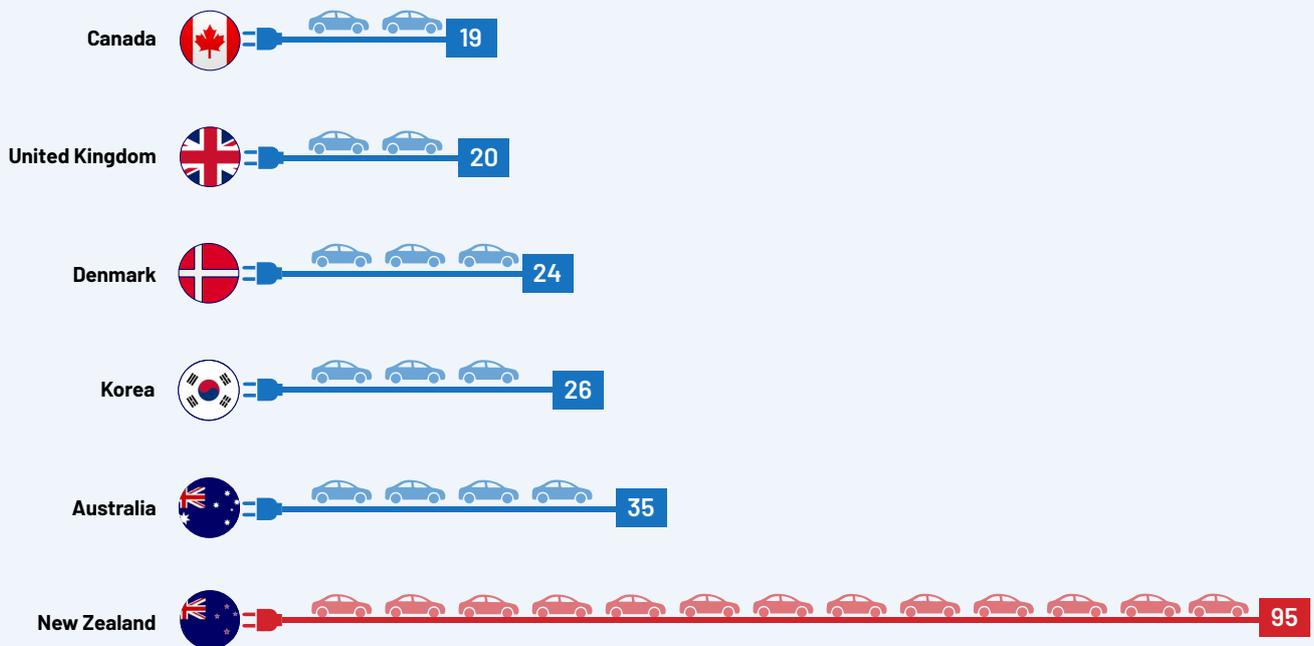
But Kiwis won’t make that switch if they’re worried they won’t be able to conveniently recharge their EV while they are out on the road. Range anxiety continues to be cited by consumers as a major barrier to switching from petrol or diesel vehicles to electric.^{1,2}

According to the International Energy Agency, New Zealand has fewer public chargers per EV than any other country in the OECD – nearly 10 times fewer than the world average.³ Investment in public EV infrastructure has not kept pace with the increasing number of electric vehicles on our roads.

Private providers are rolling out public EV charging across the country. They are doing a great job but at the current rate there will only be 2,400 public chargers available by 2030.

National has set a target of 10,000 public EV chargers by 2030. To get there, National will invest an additional \$170 million and cut red tape to lower up front costs.

New Zealand has fewer public EV chargers per EV than other countries⁴



¹Newshub, “Nearly half of Kiwi car buyers want to buy an electric vehicle – survey,” 21 June 2022, [link](#).

²Great South, “Barriers to EV uptake in Southland can be overcome,” 6 October 2021, [link](#).

³IEA, Global EV Outlook 2023, [link](#).

⁴Adapted from Figure 1.16 in IEA, Global EV Outlook 2023, [link](#).

Supercharging EV Infrastructure

National will deliver a comprehensive, nationwide EV charging network so more New Zealanders can make the switch to electric with confidence.

1. Deliver 10,000 public EV chargers

National will significantly accelerate the rollout of public EV infrastructure on our State Highways and in our towns and cities, delivering a network of at least 10,000 public EV chargers by 2030.

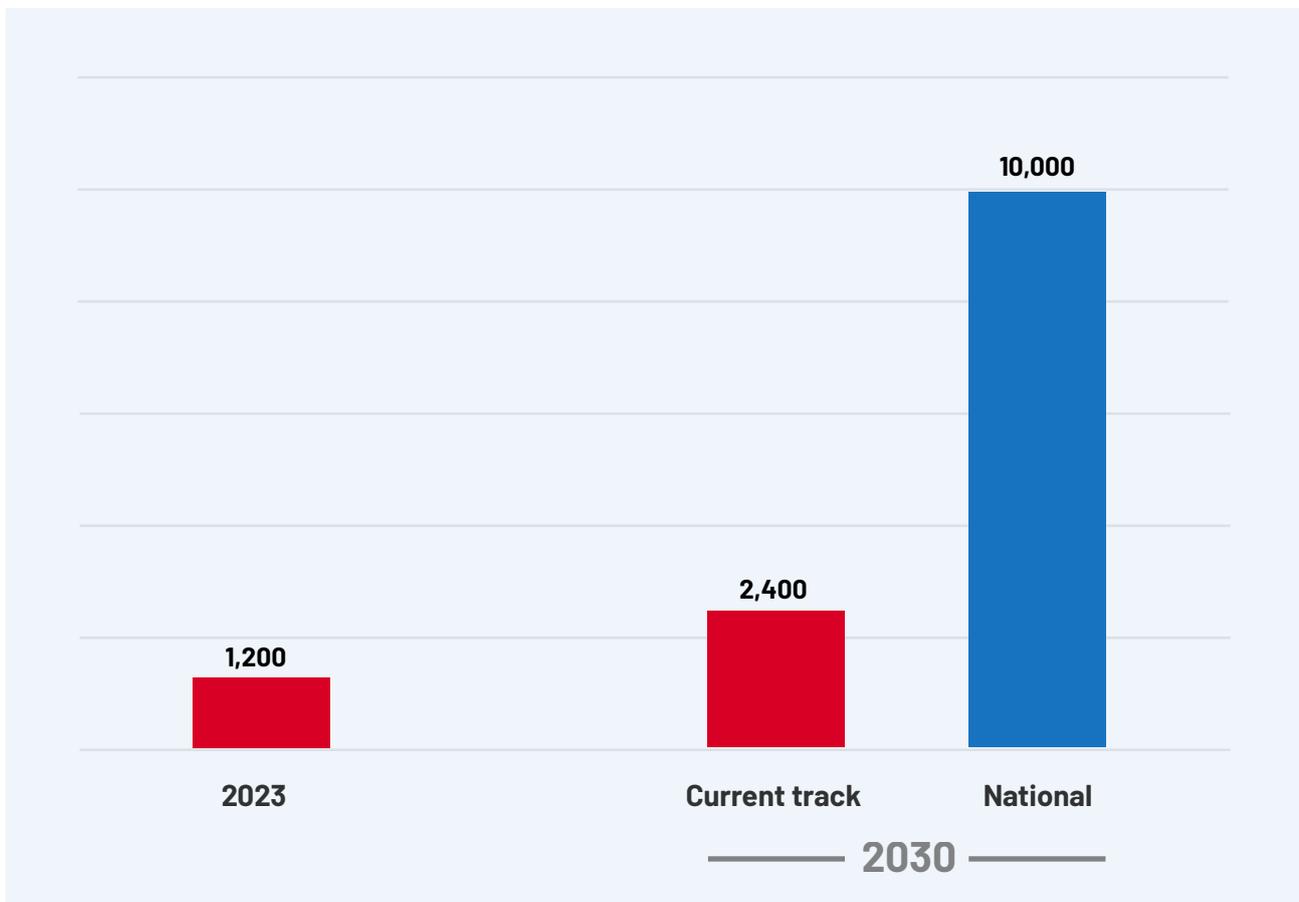
This represents an increase of nearly ten times the existing number of public EV chargers nationwide.⁵

To achieve this, National will invest a total of \$257 million – an additional \$170 million on top of the \$87 million allocated for EV infrastructure in Budget 2023.

Delivering a network of 10,000 EV chargers will reduce New Zealand’s EV infrastructure gap with other countries and see the number of public EV chargers per electric vehicle in New Zealand increase substantially.

A comprehensive, nationwide network of public EV chargers will reduce range anxiety and avoid queues at public charging stations so Kiwis can have the confidence to go electric.

National will build more public EV chargers than Labour⁶



⁵As at 1 September 2023, the EECA has co-funded 700 operational EV chargers - [link](#).

⁶The current number of public chargers is sourced from NZTA as at August 2023, [link](#).

2. Revive the Ultra-Fast Broadband investment model

National knows how to deliver world-class infrastructure. The last National Government rolled out the Ultra-Fast Broadband (UFB) network on time and under budget, giving New Zealand world class broadband services.

The UFB model combines clear standards and the use of limited public funds to attract private investment through a competitive bidding process to reduce costs and support investment in underserved areas.

National will revive this successful procurement model to rapidly deliver New Zealand a comprehensive, nationwide EV charging network at the minimum cost to the taxpayer.

National has already announced the establishment of a new National Infrastructure Agency (NIA) to coordinate government funding, procurement and delivery of infrastructure. To achieve our goal of 10,000 public EV chargers, National will transfer responsibility for government investment in public EV infrastructure from the Energy Efficiency and Conservation Authority (EECA) to the NIA.

Following the UFB model, the NIA will use a contestable co-investment process to build public EV chargers where they are most needed according to demand. The highly flexible UFB model also means National can target investment in the EV charging network in underserved areas including remote areas on State Highways between tourist hotspots and in the regions.

3. Cut the red tape holding back EV infrastructure investment

While increasing the level of government funding for public EV chargers is critical, funding is not the only reason why New Zealand has fallen so far behind the rest of the world for EV infrastructure. Often, the biggest barrier to the delivery of more EV chargers across the country is government regulation and red tape.

Outdated and cumbersome laws like the Resource Management Act (RMA) mean providers who want to invest in new EV chargers to meet growing demand have to deal with complicated consenting and designation processes and drawn-out legal hearings before they are allowed to build. Labour's RMA 2.0 has not addressed this.

EV charging providers also face unnecessary up-front costs due to a lack of information about available capacity in local electricity networks. Information that would help providers determine where new EV chargers can be commercially built is held by distribution companies and often only released to providers after an application is made, at considerable expense.⁷

National will cut the red tape that's holding back investment in EV chargers by:

- Making the installation of EV chargers a permitted activity under the RMA.⁸
- Setting default safety and design standards to reduce the cost of delivering EV chargers across the country.⁹
- Requiring distribution companies to provide relevant geographical information system (GIS) data on potential charging point locations to providers free of charge.

⁷Drive Electric "submission on EA issue paper" 15 August 2023

⁸National has committed to repealing and replacing the Government's failed RMA 2.0 reforms which experts have said will make it harder to build infrastructure in New Zealand. National's replacement will include a long-term fix for delivering needed infrastructure, including EV chargers.

⁹Including for [Commercial EV charging](#), Australian/New Zealand [Wiring Rules](#), and International electrical [Mutual Recognition Agreements](#).

Electrify NZ

Supercharging EV Infrastructure builds on National's Electrify NZ plan to double New Zealand's supply of affordable, clean energy and become a lower-emissions economy.

National wants a future where buses and trains are powered by clean electricity, where we go on holiday in cars powered by clean electricity, and where industrial processing plants are powered by clean electricity, not coal.

But to do that, we need to double the amount of renewable electricity produced from New Zealand's abundant natural resources – particularly solar, wind and geothermal. National will make it happen.

The current planning system puts barrier after barrier in the way of investments in renewable energy. A new wind farm can take ten years to complete – eight years to obtain resource consent, and two years to build. Labour's RMA 2.0 laws only make this worse.

National will:

- Turbo-charge new renewable power projects including solar, wind and geothermal by requiring decisions on resource consents to be issued in one year and consents to last for 35 years.
- Unleash investment in transmission and local lines by eliminating consents for upgrades to existing infrastructure and most new infrastructure.

National will make it easier to use abundant green energy to achieve a low-emissions, high-growth economy and put New Zealand on track to meeting its climate change goals this decade.

You can read more about Electrify NZ [here](#).

Ending Labour’s regressive Ute Tax

National does not support Labour’s regressive Ute Tax – a reverse Robin Hood scheme that taxes working New Zealanders to subsidise relatively well-off people to buy EVs. The subsidies funded by Labour’s Ute Tax don’t go to low- and middle-income New Zealanders, but to people who could already afford to buy an EV.

And it is deeply unfair to tax work vehicles like utes and vans that farmers and tradies need to do their jobs in order to subsidise the cost of EVs.

When the Government introduced the Ute Tax and EV subsidy scheme, they claimed it would be revenue-neutral, with money raised from the tax covering the cost of EV subsidies.¹⁰ In reality, this scheme has been incredibly expensive, requiring taxpayers to provide \$281 million in loans to NZTA to cover the cost of EV subsidies.¹¹ The Ministry of Transport has admitted the Ute Tax and EV subsidy scheme is fiscally unsustainable, meaning it will continue to require ongoing taxpayer funding.¹²

National will end this unnecessary, regressive, and fiscally irresponsible scheme by 31 December 2023. Global car manufacturers are working at pace to replace their petrol and diesel vehicle line-ups with electric alternatives as they respond to consumer demand. For example, Ford and Toyota have signalled plans to sell only zero-emission vehicles in Europe and the UK by 2030 and 2035 respectively.¹³

To continue to encourage the supply of low- and no-emission vehicles to New Zealand, National will retain the clean car importer standard and work with the industry to ensure the standard is set at an achievable level. We will, however, exempt disability vehicles from these regulations to ensure New Zealanders with a disability can access the specialised vehicles they depend on without facing increased costs.

Cost (\$ million)

EV infrastructure	FY24/25	FY25/26	FY26/27	FY27/28	Four-year total
New investment	42.5	42.5	42.5	42.5	170.0
Existing funding	36.7	50.7	-	-	87.4
Total	79.2	93.2	42.5	42.5	257.4

There will also be a one-off cost to unwind the Ute Tax and EV subsidy scheme to repay the \$281.5 million in outstanding loans from taxpayers to NZTA.

¹⁰Ministry of Transport, “Supplementary Analysis Report: [Clean Car Discount – changes to manage high uptake of the scheme]” 9 May 2023 - [link](#).

¹¹NZTA “Clean Car Discount Scheme Financial Reports” - [link](#).

¹²Ministry of Transport, “Supplementary Analysis Report: [Clean Car Discount – changes to manage high uptake of the scheme]” 9 May 2023 - [link](#).

¹³Cabinet Paper, “Clean Vehicle Bill Targets and Other Matters” March 2022

Funding

Funding to deliver a comprehensive, nationwide network of 10,000 public EV chargers will come from the capital allowance (see National's Transport for the Future plan, which included a \$200 million allocation for 'future announcements').

Funding to cover the cost to taxpayers of winding up the Ute Tax and EV subsidy scheme will come from ending Auckland Light Rail, saving an estimated \$178 million from unspent funds set aside for land acquisition and planning,

\$131 million was set aside in Budget 2023 for the Government's light rail land acquisition programme, and answers to Written Questions show that none of this money has been spent to date. \$70 million was set aside in Budget 2023 for light rail planning in the current financial year. National will end this programme of work immediately upon entering Government – saving an estimated \$47 million.

National will also further reduce the scope of the Government's Mode Shift work programme by \$90 million, on top of the Government's recent reduction in funding of \$50 million for the programme. This programme is currently oversubscribed and the Government has already claimed in its recent savings initiatives that the programme will be rescope.

National will also set aside \$30 million from the \$200 million of future announcements signalled in its earlier transport plan. In total, these savings and commitments come to \$298 million – allowing a \$16 million buffer in covering the cost of the Government's outstanding loan.

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BACK ON TRACK**

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