

Doc # 7 Weekly report - EV charging :
Update on electric vehicle charging
infrastructure and next steps

Title	Lead agency	Minister and Committee	Estimated timing to Cabinet Committee
Update on electric vehicle charging infrastructure and next steps	Ministry of Business, Innovation and Employment	Hon Simeon Brown Minister for Energy and Minister of Transport	To be confirmed with the Office of the Minister for Energy
Comment			
<p>We are working closely with MBIE and Energy Efficiency & Conservation Authority (EECA) in the drafting of this Cabinet paper. This paper will:</p> <ul style="list-style-type: none"> • provide an update on the current status of the public electric vehicle charging network, • provide Cabinet high-level visibility of activity underway to create an effective EV charging ecosystem (including the timeline for reviewing regulatory interventions and measures to provide data and information to industry), • provide Cabinet visibility of the timeline for the delivery of the cost-benefit analysis, • outline plans and timing for changes to government co-funding settings, and • seek Cabinet's agreement in the interim for EECA to progress funding rounds. <p><i>Responsibility: Siobhan Routledge, Acting DCE, Policy Group</i></p>			<p>Next steps: MBIE will provide you with a draft Cabinet paper.</p>

Project: EV Charging Infrastructure	
Cabinet Paper: Supercharging EV infrastructure work programme We have provided input to a Cabinet paper prepared by MBIE on the Supercharging EV Infrastructure work programme.	To lodge: 4 April 2024 To Committee: 10 April 2024

Note from the Ministry of Transport: The approach to cost-benefit analysis from the EV charging work programme has evolved since these emails were sent. The current approach is summarised in the April Cabinet paper which can be found here: <https://www.transport.govt.nz/assets/Uploads/Supercharging-Electric-Vehicle-Infrastructure-Cabinet-paper-Redacted.pdf>

From: [Dominic Cowell-Smith](#)
To: [Nick Paterson](#); [Ministers Office](#)
Cc: [Emma Wardle](#); [Ainsley Smith](#); [Siobhan Routledge](#)
Subject: RE: ATTN DOM - EV Charging CBA approach
Date: Tuesday, 19 March 2024 3:33:11 pm
Attachments: [image001.jpg](#)
[image002.png](#)

Thanks Nick and team, confirming receipt of this one. Will be in touch if there are any further queries

Cheers
Dom



Dominic Cowell-Smith

Private Secretary (Transport) | Office of Hon Simeon Brown
Minister of Transport | Minister for Auckland | Minister for Energy | Minister for Local Government

§ 9(2)(a)

Email: dominic.cowell-smith@parliament.govt.nz Website: www.Beehive.govt.nz
Private Bag 18041, Parliament Buildings, Wellington 6160, New Zealand

From: Nick Paterson <N.Paterson@transport.govt.nz>
Sent: Tuesday, March 19, 2024 3:27 PM
To: Ministers Office <MinistersOffice@transport.govt.nz>
Cc: Emma Wardle <E.Wardle@transport.govt.nz>; Ainsley Smith <A.Smith2@transport.govt.nz>; Siobhan Routledge <S.Routledge@transport.govt.nz>
Subject: ATTN DOM - EV Charging CBA approach

Hi Dom

Please find a response below regarding your request for a brief email outlining the approach to the CBA and rationale for the expected timeframes.

Resourcing

- The Ministry of Transport is progressing work on a cost-benefit analysis (CBA) for public EV charging infrastructure, in line with commitments in the National-ACT Coalition Agreement.
- The bulk of the analysis will be completed in-house at MoT, with input from relevant government agencies (e.g. EECA, NZTA, MBIE, Electricity Authority, Commerce Commission) and key external stakeholders (e.g. Drive Electric).
- There is a quick turnaround piece of research currently being commissioned through NZTA's Transport Sector Research Programme. This will be due mid-year and is estimated to cost a maximum of \$130,000. It will not create any new data but will bring together domestic and international research relating to the relationship between EV charging infrastructure and EV uptake.

Timeframes

- The first key deliverable from the analysis will be emissions impacts estimates. These are required in August 2024 to meet the publication deadline for ERP2.
- The final CBA and report will be completed in November 2024.
- This is the minimum feasible timeframe to produce a robust CBA on EV charging. There are some key challenges to quantify costs and benefits, including uncertainties around policy changes and their impacts, and a lack of existing evidence to draw from.
- The focus for the first half of 2024 will be on developing a robust methodology and data inputs. This will be informed by the above research and by engagement with relevant experts (both in government and external).

High-level approach

- Our current proposed approach would centre on developing an 'EV charging investment and funding module', building on existing EECA modelling. This module would use data on EV installation costs, EV charger revenues, and intervention impacts to model the counterfactual and impact of interventions on total number of chargers, cost of chargers and Government funding requirements.
- The 'EV charging investment and funding module' would then feed into a redeveloped Clean Car CBA model to produce CBA outputs and other metrics (such as impact on EV uptake, emissions impacts and marginal abatement cost).

Cheers

Nick

Nick Paterson (he / his / Mr)
Manager – Environment
Te Manatū Waka Ministry of Transport

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From: Dominic Cowell-Smith <xxxxxxxxxxxxxxxxxxxx@xxxxxxxxxx.xx>
Sent: Monday, March 18, 2024 11:59 AM
To: Nick Paterson <x.xxxxxxx@xxxxxxxxxx.xx>
Cc: Emma Wardle <x.xxxxxxx@xxxxxxxxxx.xx>; Ainsley Smith <x.xxxxxxx@xxxxxxxxxx.xx>
Subject: RE: EV Charging CBA

No problem, hope everyone feels better soon!

Cheers
Dom



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From: Nick Paterson <x.xxxxxxx@xxxxxxxxxx.xx>
Sent: Monday, March 18, 2024 10:00 AM
To: Dominic Cowell-Smith <xxxxxxxxxxxxxxxxxxxx@xxxxxxxxxx.xx>
Cc: Emma Wardle <x.xxxxxxx@xxxxxxxxxx.xx>; Ainsley Smith <x.xxxxxxx@xxxxxxxxxx.xx>
Subject: RE: EV Charging CBA

Thanks Dom,

I won't be able to get this to you today but I will try tomorrow. Both Emma (who is our policy lead) and Ainsley (our economist for the CBA) are off work sick.

Cheers

Nick

Nick Paterson
T: § 9(2)(a) | E: [.@.](mailto:..) | www.transport.govt.nz



From: Dominic Cowell-Smith <xxxxxxxxxxxxxxxxxxxx@xxxxxxxxxx.xx>
Sent: Friday, March 15, 2024 5:51 PM
To: Nick Paterson <x.xxxxxxx@xxxxxxxxxx.xx>; Emma Wardle <x.xxxxxxx@xxxxxxxxxx.xx>
Subject: EV Charging CBA

Kia ora kōrua

Thanks for your time earlier today.

As discussed, could we please have a brief email outlining the approach to the CBA and rationale for the expected timeframes?

Appreciated if we could get this through early next week please (Mon or Tues)

Cheers
Dom



Dominic Cowell-Smith
Private Secretary (Transport) | Office of Hon Simeon Brown
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From: [Dominic Cowell-Smith](#)
To: [Nick Paterson](#); [Peter Bartlett](#); [Emma Wardle](#)
Cc: [Laurie Boyce](#)
Subject: Joint MBIE/MoT Cabinet paper - update from office
Date: Monday, 25 March 2024 2:40:33 pm
Attachments: [image001.jpg](#)

Hi all

Please see below an update from Laurie and I on the current direction of the joint paper.

At paragraph 46 of the departmental there is discussion of the previous government's EV charging strategy. Could the paper be updated to note that:

1. The previous administration agreed to and published Charging Our Future
2. The actions in this Cabinet paper, Supercharging NZ policy document, and any relevant actions from that previous strategy supersede that document as the Government's EV charging work programme
3. The most immediate, relevant and significant actions to be included from Charging Our Future are inserted in the table below current para 46
4. If there is concern about the inclusion (or not) of certain actions, note that these can be considered in the 12 month report back
5. Add an "agree" recommendation for items 2 and 3.

Happy to chat

Cheers

Dom



Dominic Cowell-Smith

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