

Charging Our Future

Government EV charging
work programme (2023 – 2026)

Work Programme



Te Kāwanatanga o Aotearoa
New Zealand Government

**Ko te pae tawhiti whaia kia
tata. Ko te pae tata, whakamaua
kia tina [The potential for
tomorrow is determined by
what we do today**

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INTRODUCTION

This work programme is intended to be read in conjunction with the associated Charging Our Future: National electric vehicle charging strategy for Aotearoa New Zealand 2023-2035, which sets out the following long-term vision:

Aotearoa New Zealand’s EV charging infrastructure supports an equitable transition to a low-emissions transport system in which accessible, affordable, secure, and reliable charging infrastructure is available to everyone who needs it.

This vision will guide the rapid expansion of Aotearoa New Zealand’s EV charging infrastructure system from 2023 to 2035 and is supported by five long-term outcomes that reflect the urgent need to decarbonise the transport system while acknowledging the need for an equitable transition.

Each of these outcomes is in turn supported by key focus areas which capture work underway and set further actions to achieve these outcomes.

This 1-3 year government work programme sets out in detail work that is already underway and the steps that will be taken by government agencies in the next 1-3 years to advance each action.

An overview of the strategy and work programme and how they work together is set out on the next page.

Long-term vision

Aotearoa New Zealand's EV charging infrastructure supports an equitable transition to a low-emissions transport system in which accessible, affordable, secure, and reliable charging infrastructure is available to everyone who needs it.

To support this vision, and ensure alignment with the government's long-term strategic direction, this strategy:

Supports the delivery of current and future Emissions Reduction Plans (ERPs) by ensuring the necessary charging infrastructure is in place to support the target of zero-emissions vehicles reaching 30% of the light fleet by 2035, and by aligning with wider ERP targets and objectives

Considers charging infrastructure in both public and private locations, and takes into account charging behaviour, such as residential off-street, residential on-street, journey and destination charging

Primarily focuses on charging for light EVs, while identifying initial areas for action to support heavy EV charging and considering future charging needs for other modes across the system

Supports an equitable transition by considering the needs and experiences of current and future EV users from diverse backgrounds, as well as the needs and experiences of non-EV users in the transport system

Long-term outcomes (to support the vision)

Outcome 1:

EV charging infrastructure is integrated into our energy supply and infrastructure system in such a way that the system remains affordable, reliable, secure and safe

Outcome 2:

EV users from diverse backgrounds can use accessible, affordable, secure, and reliable EV charging infrastructure when and where they need it

Outcome 3:

Aotearoa's EV charging system is underpinned by integrated and streamlined cross-sectoral planning and standards

Outcome 4:

Aotearoa's EV charging market functions effectively, can adapt and evolve over time, and is attractive to users, operators and investors

Outcome 5:

Our national EV charging system supports the transition to, and use of, low-emissions transport modes across the wider transport system

Focus areas (to support each outcome)

Focus Area 1a.

Minimising stress on the electricity network

Focus Area 2a.

Improving the equity of, and access to, home charging infrastructure for all New Zealanders

Focus Area 2b.

Accommodating for geographic variation in charging needs and energy supply

Focus Area 3a.

Improving standardisation and interoperability

Focus Area 3b.

Optimising data capture and use

Focus Area 3c.

Consideration of planning, where appropriate

Focus Area 4a.

Accelerating commercial investment

Focus Area 4b.

Enabling innovation in new technology and business models

Focus Area 5a.

Progressing work on heavy vehicle charging (buses and trucks)

Focus Area 5b.

Decarbonising other modes across the system and ensuring a coordinated investment approach

Actions (to meet each focus area)

This work programme: Work underway and steps to be taken in next 1-3 years (to advance each action)

OUTCOME 1

Outcome 1:

EV charging infrastructure is integrated into our energy supply and infrastructure system in such a way that the system remains affordable, reliable, secure and safe

#	Action in final Strategy	Lead agency or agencies	Work underway and steps to be undertaken in the next 1 – 3 years
Focus area 1a. Minimising stress on the electricity network			
1.a.i	Support greater availability of vehicle and electricity use data to enable more efficient network investments	<ul style="list-style-type: none"> • MBIE • EA 	<ul style="list-style-type: none"> • The Electricity Authority has consulted on access to electricity use data as part of its 'Regulatory Setting for Distribution Networks' consultation. It is currently considering submissions received and plans to announce further steps in the second half of 2023.
1.a.ii	Support increased transparency of electricity network capacity to encourage efficient investment in public and private charging infrastructure	<ul style="list-style-type: none"> • EECA • MBIE • EA • Commerce Commission 	<ul style="list-style-type: none"> • This links to work undertaken in action 4.a.ii. • EECA is currently utilising transmission network-level data to inform charger investment planning through the Low Emissions Transport Fund. • EECA's Regional Energy Transition Accelerator (RETA) programme is working with stakeholders at a regional level to identify localised opportunities and barriers faced by industry. Future RETA reports intend to incorporate electricity demand from potential future public EV charging infrastructure, in order to identify electricity infrastructure opportunities that benefit both industrial uses and EV charging. • The Commerce Commission is reviewing the Information Disclosure requirements for distribution networks in its Targeted Information Disclosure Review. This work may consider extending requirements to publish network capacity data. A decision on this is expected in early 2024. • Distribution companies are currently investigating making this information available on their networks. Orion and PowerCo already publish data on their high-voltage capacity.

#	Action in final Strategy	Lead agency or agencies	Work underway and steps to be undertaken in the next 1 – 3 years
Focus area 1a. Minimising stress on the electricity network			
1.a.iii	Continue to provide co-funding support for EV charging projects that demonstrate or incorporate innovative solutions to manage electricity capacity constraints	<ul style="list-style-type: none"> EECA 	<ul style="list-style-type: none"> EECA provides funding of this nature through the Low Emission Transport Fund. Examples of the kind of technology captured by the action include Battery Energy Storage Systems to reduce reliance on the grid at peak times, or load management systems that actively manage electricity load when multiple vehicles are charging at the same time, in order to remain below a certain capacity level.
1.a.iv	Promote the benefits and support the uptake of smart chargers for EVs	<ul style="list-style-type: none"> EECA MBIE 	<ul style="list-style-type: none"> MBIE is currently progressing changes to the Energy Efficiency and Conservation Act 2000. These changes may allow for regulatory options to support the uptake of smart chargers for EVs. Cabinet decisions on these changes are expected in the second half of 2023. EECA is developing a package of non-regulatory interventions to support and promote the use of smart EV chargers (i.e. that are demand response capable). This package, to be introduced in the second half of 2023, includes guidance and marketing material to help consumers understand what a smart charger is and the benefits they provide.

OUTCOME 2

Outcome 2:

EV users from diverse backgrounds can use accessible, affordable, secure, and reliable EV charging infrastructure when and where they need it

#	Action in final Strategy	Lead agency or agencies	Work underway and steps to be undertaken in the next 1 – 3 years
Focus area 2a. Improving the equity of, and access to, home charging infrastructure for all New Zealanders			
2.a.i	<p>Ensure policies and interventions relating to EV charging infrastructure target an equitable transition to meet the specific needs of different communities. Commission research into aspects of equity of access to charging including:</p> <ul style="list-style-type: none"> the availability of home charging for renters, and whether the government should pursue a “right to charge” policy for renters the availability of charging infrastructure in locations with challenging topography and limited off-street parking issues around charging being available within multi-unit developments the need for charging infrastructure at social housing the charging needs of low-income communities the degree to which older wiring poses a barrier to home charging. 	<ul style="list-style-type: none"> MoT will lead and consult with relevant agencies as practicable, eg Kāinga Ora 	<ul style="list-style-type: none"> The action works in conjunction with action 2.b.iii. This action focuses on the availability of charging infrastructure across demographic groups and lifestyles. Action 2.b.iii focuses on the availability of charging across geographic locations. In the first instance, agencies will design the research programme, and establish the priority of areas they wish to explore.
2.a.ii	<p>Explore solutions to increase the provision of public charging infrastructure in locations with limited access to off-street parking. Leverage research into charging needs across demography (action 2.a.i) and geography (2.b.iii) in completing this action.</p>	<ul style="list-style-type: none"> EECA MoT MBIE 	<ul style="list-style-type: none"> EECA funds charging infrastructure through the Low Emission Transport Fund Research will be commissioned in 2023/24 to provide a picture of where chargers are needed and what type of chargers are needed (see action 2.b.iii). This research could inform any future government investment approach. Research will also be commissioned into access to charging for some groups including some groups with limited access to off-street parking (see action 2.a.i).

#	Action in final Strategy	Lead agency or agencies	Work underway and steps to be undertaken in the next 1 – 3 years
Focus area 2a. Improving the equity of, and access to, home charging infrastructure for all New Zealanders			
2.a.iii	Identify Māori partners with a specific interest in EV charging, and/or most appropriate entities to engage with and conduct further targeted engagement on Māori interests in EV charging	<ul style="list-style-type: none"> • MBIE and MoT in consultation with other agencies 	<ul style="list-style-type: none"> • MBIE and MoT to work with other agencies to identify Māori partners with an interest in EV charging infrastructure.
2.a.iv	Review current policies and regulations relating to residential EV charging to ensure they remain fit for purpose	<ul style="list-style-type: none"> • MoT to convene a process with relevant agencies including MfE, MBIE (Building and Construction) and others. 	<ul style="list-style-type: none"> • There are multiple policies and regulations that relate to EV charging, spanning both local and central government. • As a first step, MoT will convene a process to scope the work required with relevant agencies including MfE, MBIE (Building and Construction) and others.

OUTCOME 2

#	Action in final Strategy	Lead agency or agencies	Work underway and steps to be undertaken in the next 1 – 3 years
Focus area 2b.			
Accommodating for geographic variation in charging needs and energy supply			
2.b.i	Monitor the expansion of the public EV charging network in line with EV uptake forecast levels across regions to inform investment	<ul style="list-style-type: none"> • EECA • MBIE • WK 	<ul style="list-style-type: none"> • Under current settings, the government does not have visibility of all public chargers. • Waka Kotahi currently encourages charging providers to voluntarily record their chargers in EVRoam. As a condition of receiving co-funding for EV charger projects, EECA currently requires that these chargers are recorded in EVRoam. • However, an increasing number of EV chargers are being installed without government co-funding, and not being recorded in EVRoam. • Agencies will explore options to further encourage, or require, all chargers connected to the electricity network to be recorded in a central repository, such as EVRoam. This will explore options for slow AC chargers, as well as fast DC chargers (both public and private). • Exploration of options to be completed in 2024.
2.b.ii	Consider the introduction of regionally specific targets, including for urban areas, for EV charging infrastructure based on the findings of the research programme	<ul style="list-style-type: none"> • EECA • MoT • MBIE • WK 	<ul style="list-style-type: none"> • Budget 2023 provided funding for research into where chargers are needed and what type of chargers are needed. This may inform future government investment approaches, including for urban areas with limited off-street parking. • This research will be commissioned in 23/24.
2.b.iii	Provide additional government support (financial or otherwise) to assist the planning and installation of public charging infrastructure that specifically meets the needs of rural communities	<ul style="list-style-type: none"> • EECA 	<ul style="list-style-type: none"> • This includes the programme funded through Budget 2023 to invest in public charging infrastructure for small communities, with a particular focus on rural communities. • Timeframe: Programme design currently underway, with funding to commence in 2023/24.

#	Action in final Strategy	Lead agency or agencies	Work underway and steps to be undertaken in the next 1 – 3 years
Focus area 2b. Accommodating for geographic variation in charging needs and energy supply			
2.b.iv	Explore the role of existing vehicle service suppliers in improving regional/rural EV charging provision, alongside other options for charging locations	<ul style="list-style-type: none"> EECA 	<ul style="list-style-type: none"> Through the LETF, EECA is engaging with industry and local communities to identify charging solutions for rural and regional areas. This includes consideration of the role of existing service stations, greenfield journey charging sites, as well as slower destination charging solutions at community facilities, accommodation etc, with charger speed to suit the expected length of stay at the location and to maximise user convenience. This work is underway and ongoing.
2.b.v	Support innovative technologies that increase network resilience in rural locations	<ul style="list-style-type: none"> EECA 	<ul style="list-style-type: none"> EECA will continue to co-fund charging infrastructure and other innovative technologies through the Low Emission Transport Fund. This action should be considered as part of a package of actions relating to EECA's funding of charging technology.

OUTCOME 3

Outcome 3:

Aotearoa's EV charging system is underpinned by integrated and streamlined cross-sectoral planning and standards

#	Action in final Strategy	Lead agency or agencies	Work underway and steps to be undertaken in the next 1 – 3 years
Focus area 3a. Improving standardisation and interoperability			
3.a.i	Promote national consistency and reliability of service and a customer-centric approach to EV charging	<ul style="list-style-type: none"> • MoT • WK • EECA 	<ul style="list-style-type: none"> • In Round 7 of the LETF, EECA has approved a project for three key charging suppliers to collaborate on a trial for roaming capability between their public EV charging networks. This is a trial enabling EV owners to use different charging networks from one account. The trial will be complete in 2024. • Agencies to consider the outcomes of the trial when planning next steps. • MoT to commission research into interoperable, standardised and accessible billing, including whether regulatory action is needed to support public benefits. • EECA to consider any implications of the trial and/or the research for the content of relevant Publicly Available Specifications.
3.a.ii	Explore policy options to ensure chargers are efficient and safe	<ul style="list-style-type: none"> • MBIE, in consultation with WorkSafe 	<ul style="list-style-type: none"> • MBIE is proposing incorporating reference to a number of standards related to EV charging as part of a wider update of references in the Electricity (Safety) Regulations 2010.
3.a.iii	Support and enable data sharing where appropriate (e.g. EV charger and/or network providers) to support standardisation and interoperability	<ul style="list-style-type: none"> • WK • MoT • EECA 	<ul style="list-style-type: none"> • This action supports focus areas 3a and 3b and needs to be undertaken in conjunction with the actions in focus area 3b. • Initial steps include: <ul style="list-style-type: none"> – Developing a consistent understanding of the data already collected by government and industry, and the data available to government and stakeholders in the market – Considering the additional data sharing that would produce a net benefit • Considering the governing arrangements necessary for sharing that data.

#	Action in final Strategy	Lead agency or agencies	Work underway and steps to be undertaken in the next 1 – 3 years
Focus area 3a. Improving standardisation and interoperability			
3.a.iv	Support local authorities to implement the required public charging infrastructure	<ul style="list-style-type: none"> • MoT • MfE 	<ul style="list-style-type: none"> • This action works in accordance with actions 3.a.v, 3.c.ii, and 3.c.iii. • As an initial step, central government to understand the support that would benefit local authorities. • Support could include guidance under action 3.c.iii if initial exploratory work shows that would be useful. However, it could also include other forms of support.
3.a.v	Develop systems and support networks to share best-practice between local authorities, industry and central government to ensure guidance and regulations are feasible and proportionate	<ul style="list-style-type: none"> • MoT • MfE 	<ul style="list-style-type: none"> • Initial steps include: <ul style="list-style-type: none"> – Gauging the interest of local authorities in a forum of this nature – Considering the fora established already (relating to other Transport portfolio matters or local government matters generally) and whether they would be appropriate for this work
Focus area 3b. Optimising data capture and use			
3.b.i	Explore the viability of mandatory data provision for those charging stations co-funded by the Crown as part of funding agreements, including AC chargers	<ul style="list-style-type: none"> • WK • MoT • EECA 	<ul style="list-style-type: none"> • This action works in accordance with 3.a.iii and 3.b.ii.
3.b.ii	Review the current data capture configuration of EVRoam and consider what other information would be beneficial to users of the EV charging network.	<ul style="list-style-type: none"> • WK • MoT • EECA 	<ul style="list-style-type: none"> • This action works in accordance with 3.a.iii and 3.b.i.

OUTCOME 3

#	Action in final Strategy	Lead agency or agencies	Work underway and steps to be undertaken in the next 1 – 3 years
Focus area 3c. Consideration of planning, where appropriate			
3.c.i	Explore the costs and benefits of introducing charging infrastructure requirements for new developments (residential, commercial, and industrial)	<ul style="list-style-type: none"> MoT and MBIE, in consultation with MBIE (B&C), HUD, MfE, Kāinga Ora. 	<ul style="list-style-type: none"> There are multiple policies and regulations that relate to EV charging in new developments, spanning the planning and building systems, as well as local government requirements. As a first step, MoT and MBIE will convene a process with other relevant agencies to scope the work required.
3.c.ii	Investigate potential changes to planning strategies (for local and regional councils, e.g. minimum numbers of EV parking bays in certain locations)	<ul style="list-style-type: none"> MfE 	<ul style="list-style-type: none"> This action may follow the initial exploratory work to implement action 3.a.iv. Changes to planning strategies could be achieved through a number of mechanisms. In the first instance, guidance produced (under action 3.c.iii) may be sufficient. Central government could be more “hands on” and use national direction to achieve changes to planning strategies.
3.c.iii	Provide guidance material for local councils, landowners and developers (e.g. in regard to “licences to occupy” granted to charging providers to place charging on council land)	<ul style="list-style-type: none"> MoT MfE 	<ul style="list-style-type: none"> In regard to local government, this action may follow the initial exploratory work to implement action 3.a.iv. If guidance is likely to be effective, it also avoids some of the costs of legislating to compel behaviours.

Outcome 4:

Aotearoa's EV charging market functions effectively, can adapt and evolve over time, and is attractive to users, operators and investors

#	Action in final Strategy	Lead agency or agencies	Work underway and steps to be undertaken in the next 1 – 3 years
Focus area 4a. Accelerating commercial investment			
4.a.i	Work with investors, chargepoint network operators and providers, and other key parties to support investment in public chargepoints	<ul style="list-style-type: none"> • EECA • MoT • MBIE • WK 	<ul style="list-style-type: none"> • Formalise an interagency working group and governance group to oversee implementation of this Strategy. • Incorporate a mechanism for the interagency working group to work with the private sector.
4.a.ii	Enable data access and sharing where appropriate and needed to accelerate commercial investment	<ul style="list-style-type: none"> • WK • MBIE • EECA • MoT 	<ul style="list-style-type: none"> • Action 1.a.ii relates to the availability of electricity network capacity data. • Actions under Outcome 3 relate to the availability and use of ChargePoint data. • This action involves considering any other data needed to accelerate commercial investment, and/or any combining of datasets to accelerate commercial investment. • If voluntary systems for data sharing and use prove to be inadequate to provide full benefits, government can consider mandating data provision.
4.a.iii	Ensure public funds are targeted at areas where commercial investment is unable to fully deliver, noting the need to realise the vision and ensure charging infrastructure is available to everyone who needs it	<ul style="list-style-type: none"> • EECA 	<ul style="list-style-type: none"> • The government aims to invest where fully commercial investment is currently unviable. • EECA will continue to co-fund charging infrastructure and other innovative technologies through the Low Emission Transport Fund.

OUTCOME 4

#	Action in final Strategy	Lead agency or agencies	Work underway and steps to be undertaken in the next 1 – 3 years
Focus area 4a. Accelerating commercial investment			
4.a.iv	Work with EDBs and charging providers to aim to make the network connection process and pricing for firms wishing to connect new load for EV chargers to distribution networks is efficient and enabling. Investigate changes to the current system that could reduce 'first mover disadvantage'	<ul style="list-style-type: none"> • MBIE • EECA • MoT • EA • Commerce Commission 	<ul style="list-style-type: none"> • Agencies to continue meeting as a working group and a steering group to look at options. • Agencies will observe Electricity Networks Aotearoa's work with industry consortium Drive Electric to work towards facilitating more efficient connection of public EV charging sites to the electricity distribution networks • The Electricity Authority is considering distribution pricing reform which will also cover the variation in distribution connection approaches for load customers, including public EV chargers. Separately, the Authority will investigate whether there are other regulatory barriers to the roll-out and adoption of EV technology as part of its work on updating the regulatory settings for distribution networks. • The Commerce Commission is undertaking a review of information disclosure that can support increased transparency. This will allow the Commission to monitor the performance of distribution businesses in providing new connections.
Focus area 4b. Enabling innovation in new technology and business models			
4.b.i	Continue to co-fund the demonstration of innovative charging technologies and work with industry to address barriers to uptake where benefits exist	<ul style="list-style-type: none"> • EECA 	<ul style="list-style-type: none"> • EECA continues to co-fund the demonstration of innovative charging technologies (such as networked and load shared chargers, induction charging, and software applications) and works with industry to address barriers to uptake where benefits exist. Additional funding from Budget 2023 enables this activity to be expanded. • This work is underway and ongoing.

Outcome 5

Our national EV charging system supports the transition to, and use of, low- and low-emissions transport modes across the wider transport system

#	Action in final Strategy	Lead agency or agencies	Context and steps to be undertaken in the next 1 – 3 years
Focus area 5a. Progressing work on heavy vehicle charging (buses and trucks)			
5.a.i	Continue to support the freight sector to trial and demonstrate emerging technologies through EECA's Low Emission Transport Fund	<ul style="list-style-type: none"> EECA 	<ul style="list-style-type: none"> The LETF has co-funded the demonstration of a number of freight sector technologies, including battery and hydrogen fuel cell vehicles and battery swap technology. With funding from Budget 2022, EECA will be delivering a \$15 million freight decarbonisation demonstration programme in the 2023/24 financial year.
5.a.ii	Where appropriate, provide for metro truck, campervan, and car and trailer charging in new light vehicle charging developments, and the ability for heavy vehicle charging to use supporting infrastructure for physically separate charging bays, where feasible. For example, providing separate truck bays at highway charging hubs, similar to existing truck stops on the same footprint as petrol stations.	<ul style="list-style-type: none"> EECA 	<ul style="list-style-type: none"> Through the LETF's support for public charging hubs, EECA is encouraging charging providers to include some larger charging spaces for light commercial vehicles, vehicles with trailers etc.
5.a.iii	Work with stakeholders to identify the most immediate needs for dedicated heavy vehicle charging infrastructure and support the implementation of this infrastructure	<ul style="list-style-type: none"> MOT with support from MBIE, EECA and Waka Kotahi 	<ul style="list-style-type: none"> Establish a forum for public and private sector to work together on heavy vehicle charging. Addressing 'first mover disadvantage' is being worked through under action 4.a.iv.
5.a.iv	Research into what a public journey charging network for heavy vehicles might look like (based on critical freight infrastructure networks)	<ul style="list-style-type: none"> MOT with support from MBIE, EECA and Waka Kotahi 	<ul style="list-style-type: none"> We will determine the specific needs and timeframes for the action through the public-private forum (action 5.a.iii).
Focus area 5b. Decarbonising other modes across the system and ensuring a coordinated investment approach			
5.b.i	Research the present and future system-wide charging needs for heavy vehicles, planes, trains, and ships, including opportunities for co-location of journey and destination charging	<ul style="list-style-type: none"> MOT with support from MBIE, EECA and Waka Kotahi 	<ul style="list-style-type: none"> We will determine the specific needs and timeframes for the action through the public-private forum (action 5.a.iii).



Ngā Uara Te Manatū Waka Te Manatū Waka Values



WHAKAPAKARI
IMPROVING OUTCOMES



AKO
CAPABILITY DEVELOPMENT



MAHI TAHI
WORKING TOGETHER



RANGATIRATANGA
EMPOWERING
AND LEADING



KAITIAKITANGA
GUARDIANSHIP AND
PROTECTION



WHANAUNGATANGA
COLLABORATION
AND UNITY



MANAAKITANGA
CARING FOR AND
VALUING OTHERS

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