

Webinar 14 October 2021

Questions and Answers from the presentation

1. Does the Fund cover micro-mobility options such as mopeds and motorbikes?
 - a. The Fund excludes two-wheel vehicles because in terms of bang for buck, the relative emissions of transformation one form of two-wheel transport to electric two-wheel is not a case for intervention. High numbers of sales are being made already, so there is not a case for Government intervention.
2. Is biofuel for heavy vehicles considered eligible?
 - a. Biofuels do have a role to play in transport decarbonisation, but are currently twice the price of conventional diesel. The issue for potential users is not the demonstration value of such a project, but the potential need for a subsidy, and the LETF does not operate in the subsidy space. The Ministry of Transport is undertaking work in this area. In the meantime, we are happy to talk to applicants about potential ideas for future rounds.
3. Are charging projects for 20-40 apartment blocks in scope?
 - a. These are not in scope. The Fund focuses on public charging where the greatest market need is. For AC and home charging, the barrier is mainly information rather than price. Information and guides are being developed for body corporates and apartment buildings to help address the knowledge gap.
4. Does public charging cover charging for heavy commercial vehicles at truck stops?
 - a. Yes, this would be in scope. Applicants would need to demonstrate the potential for commercial uptake.
5. Are Council electric public buses in scope?
 - a. No, there is a fund administered by New Zealand Green Investment Finance which provides subsidies for council buses. The LEVCF has also supported a number of electric bus projects, and it is felt that electric buses have had sufficient demonstrations to be considered as a mainstream technology choice.
6. Should nationwide AC charging projects (including a universal billing solution) be included in this Fund?
 - a. EECA is developing a charging infrastructure roadmap, looking at current and future needs across the whole New Zealand charging network. There will be an opportunity for feedback once the public consultation process begins, which is likely to open by the end of October or early November.
 - b. The current LETF charging infrastructure funding round (round 2) focuses on journey fast charging using typically 300-500kW multi-head chargers, and the next tier down for destination chargers, where users want a minimum amount of charging, and have between 30mins – 2 hours to get a top-up. Round 10 of the LEVCF supported

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two such projects: Wellington City Council and Hutt City Council, both projects for 25kW DC chargers, creating a user network between them across the two regions.

- c. This round does not focus on slower charging options where users are able to spend several hours plugged in at a location, and where the issue is cost rather than amount of time available. Users in this scenario could be at home or at work.
 - d. EECA notes that several billing solutions are available in the market now, such as an RFID tag on a charger. Other billing options are in development, such as power-as-a-service solutions.
7. Are hydrogen heavy vehicles considered within scope of the LETF?
- a. Yes, hydrogen vehicles and refuellers are within scope. Out of scope is the ability to create the hydrogen, for example with an electrolyser.
 - b. Previously supported projects are the Auckland Transport hydrogen bus co-funded with Ports of Auckland, and a project for hydrogen trucks with Hyundai.
 - c. Applicants must consider the supply of fuel for their proposed projects, and note that hydrogen must be made from renewable sources.
8. Are there ways to encourage manufacturers to import vehicles into NZ to address supply issues?
- a. Issues with supply are not unique to EVs. New Zealand is a small market, and right-hand drive, so there are constraints on the number of vehicles that are imported. However the number and types of electric vehicles are increasing all the time, and we are aware of discussions in the market of the possibility of bulk purchase of vehicles to stimulate interest in NZ as a market.
9. Hamilton Electric Vehicles believe that the future for charging is AC, and point out their view that the public is trained to believe DC is bad for battery life. In Europe over 85% of charging is AC. Why does this funding round exclude AC?
- a. The public consultation on charging infrastructure opening shortly will gather market views and create a roadmap across the whole of the charging spectrum. This funding round does not anticipate any conclusions that may arise, it simply focuses funding in this round on barriers in the context of journey charging.