

17 January 2025

File Ref: IRC-7423

Edwin Bruce
fyi-request-28743-6d530922@requests.fyi.org.nz

Tēnā koe Edwin

Thank you for your request of 4 November 2024 to Te Kaunihera o Pōneke | Wellington City Council (the Council) as a follow up to your request IRC-7270. Your request has been considered under the Local Government Official Information and Meetings Act 1987 (LGOIMA). Please find my response below.

We would like to sincerely apologise for the time it has taken for us to prepare this information for you.

Council officers would also like to apologise for an error in our initial response sent to you on 30 October 2024 (IRC-7270). To correct this error, we have updated the information provided to you in IRC-7270 questions three and four in this letter, alongside our response to your new questions.

Corrections and updated information to questions three and four from IRC-7270

3. Are these being implemented to make a profit or break even?

Our previous statement *"At the time of budget approval, officers estimated that the charger network would make a profit and have a positive Net Present Value (NPV)"* is not correct. There was no NPV work done for this project.

Our revised response is that there is no Council commitment to implement the project for a profit or to break even.

The Charged Up Capital Project was [initially proposed](#) (page 51) as costing \$2.3m over ten years, with offsetting revenue of \$1m. However the final [2021 Long-Term Plan Volume One](#) states on page 103 that: *"The costs of installing and operating the chargers will be partially offset by the expected revenue generation of charging for the electricity consumed"*.

Capex for the project was budgeted at \$3.5m over five years (page 183) which relates only to the purchase of chargers and installation costs, and (does not include revenue from user chargers.

The Council received \$498,785 of funding from the Energy Efficiency & Conservation Authority (EECA) to contribute towards the costs of installing the EV chargers, and from 1 July 2024, has introduced user fees to recover costs of the installation.

4. Why would WCC/WRC even be involved in this at all? What is the public policy reason?

In addition to our previous response, the Charged Up Capital (EV chargers) project is a Council initiative that aims to increase the availability of publicly accessible electric vehicle charging facilities in Wellington. The Council first became involved in the provision of EV chargers in 2016 as part of the Low Carbon Capital plan. Following public consultation, the Low Carbon Capital Plan was unanimously supported by the Council.

At the time the Charged Up Capital project was proposed in 2021, it was supported by the Council because:

- There was a lack of EV chargers in Wellington and extremely limited interest in private market in providing EV chargers.
- 30% of Wellingtonians do not have access to off-street parking so are unable to charge at home.
- The lack of chargers was identified as a key barrier for the uptake of EVs due to “range anxiety”, and as such was an important action to contribute to reducing transport carbon emissions in alignment to the [Council's climate change strategy Te Atakura](#).
- The Council was uniquely placed as the owner of many public facilities and land conducive for community EV charging (e.g. pools, libraries, sports fields etc).
- The project supported the installation of EV chargers in most suburbs in Wellington allowing for accessible EV chargers for residents.

In November 2024, the Council has now re-examined its role in the EV charging market and is considering its role going forward given the accessibility of EV chargers has improved in Wellington as both the Council and private sector EV chargers have become increasingly available.

Responses to questions IRC-7423

1. Can I have a copy of the business case including Net Present Value calculations and risk register (or similar) for this initiative.

Please find attached to this letter the *Wellington Public Places EV Charger Rollout Project Business Case*. The Business Case was prepared for 2021 Long-Term Plan.

Please also find attached a copy of the Risk Register developed for the Energy Efficiency & Conservation Authority Funding application - *Low Emission Vehicles Contestable Fund Response Form* (see page 17).

2. Has the NPV been reviewed and updated? Is the revenue projections on target?

Please refer the provided documents for this information.

The council has not set revenue targets for this project. However, the Council's EV chargers have been collecting user fees since 1 July on a quarterly basis and the Council receives the user charges, net of service fees and power costs, from Meridian on a quarterly basis. The first quarterly payment to the Council (after service fees and power costs) was \$42,427.15.

The EV charging market has changed rapidly in the past 2 years. The Council's revenue expectations are updated regularly to reflect the use of the network. The revenue expectation is being calculated and will be included in the current LTP amendment/annual plan process alongside updated end user charges (expected by June 2025).

Again, we would like to apologise for the delay in providing you with this information. You have the right, by way of complaint under section 28(1) of the LGOIMA, to request an investigation and review of the Council's decision to withhold information by the Ombudsman. Information about how to make a complaint is available at www.ombudsman.parliament.nz or freephone 0800 802 602.

If you require further information, please contact official.information@wcc.govt.nz.

Nāku noa, nā

A handwritten signature in black ink, appearing to read 'Laura McIlhone', with a stylized flourish at the end.

Laura McIlhone
Advisor
Official Information & Privacy
Wellington City Council