01 December 2025

Dear Hon. Minister Penk,

Subject: Build It Once, Build It Right – EV-Ready Homes Will Save Kiwis Millions

I trust this finds you well as we approach the end of the year.

Last month Drive Electric (New Zealand's leading, apolitical, not-for-profit organisation focussed on accelerating the uptake of e-mobility in New Zealand), released our white paper on EV Home Charging, a critical component of New Zealand's transport transition that presents a substantial economic opportunity for New Zealanders:

Cost per 100km comparison (excluding RUC):

- **Home charging (off-peak): $3**
- Home/work charging (peak): $6
- Public DC charging: $15
- Petrol (6.9L/100km): $20

There's a clear opportunity to adopt proven building policies that are already delivering results in Australia, the UK, and Norway. These measures are fiscally sound and would strengthen New Zealand's position on sustainable transport.

International Building Precedent

The UK and Australia have taken different but effective approaches to future-proofing their building stock:

The UK mandates actual charge points in all new homes with parking at construction, plus minimum charging infrastructure in commercial buildings with 10+ spaces. This "install now" model eliminates costly retrofits and ensures immediate functionality.

Australia has a phased implementation: since October 2023, new apartments must be "EV ready" with electrical infrastructure for 100% of parking spaces. From May 2026, new houses require EV charging circuits, and commercial buildings need actual chargers for 10-20% of spaces.

Both approaches demonstrate clear regulatory pathways that work.

New Zealand's Gap

While we have excellent voluntary guidance through Standards NZ and EECA, our National Building Code lacks mandatory EV charging infrastructure requirements. The cost implications are significant:

- Retrofitting existing buildings costs approximately twice as much as building infrastructure during construction
- Commercial buildings aren't planning for charging demand
- Increased pressure on public charging networks compounds our existing shortfall against the 10,000-charger target

Our Recommendations

1. Mandate EV-ready infrastructure in the National Building Code

Require all new buildings with parking (and major renovations) to include: EV charging circuits for houses (minimum one space); electrical infrastructure for 100% of apartment parking spaces; and actual chargers for 10-20% of commercial parking (10+ spaces) with expansion infrastructure.

2. Align technical specifications with AS/NZS 3000 electrical standards

Harmonise minimum standards for power capacity (7kW), load management, smart charging capability, and safety requirements with the updated Australian/New Zealand electrical standards currently in development.

3. Introduce "Right to Charge" legislation

Enable tenants to install smart EV chargers at their own expense (subject to

professional installation and safety compliance), with clear body corporate approval guidelines for apartments. This addresses existing building stock and ensures renters aren't excluded from EV adoption.

4. Establish retrofit funding support

Create grant schemes for body corporates and landlords retrofitting existing apartment buildings (we recommend a 75% co-funding model, following UK and NSW precedents).

Timeline

With AS/NZS 3000 electrical standards targeting 2028 and the upcoming building code review, the timing is optimal to advance this initiative. Every year's delay creates more buildings requiring expensive retrofits.

We're happy to provide additional information or meet to discuss further. For transparency, we'll be engaging other political parties and industry associations with these recommendations and will update you in the New Year on industry alignment and any media engagement plans.

Yours sincerely,

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Chair

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