



5 December 2025

The Honourable Brooke van Velden
Minister for Workplace Relations and Safety
Parliament Buildings
Wellington

Dear Minister van Velden,

Re: Home Charging for Work Electric Vehicles – Worksafe Amendment Request

I am writing to you in your capacity as Minister for Workplace Relations and Safety and Deputy Leader of the ACT Party, which was instrumental in establishing the Ministry for Regulation.

Drive Electric is an apolitical, not-for-profit organisation that engages with government, media, and the business community to accelerate the electrification of transport in NZ. Our members comprise over 70 organisations including vehicle manufacturers, importers, energy retailers and lines companies, infrastructure providers, fleet operators, and service companies.

Background

Drive Electric recently published a comprehensive [White paper of Home Based Charging for Businesses](#). Our research confirms that home charging is the cornerstone of fleet efficiency fuel savings for the business community.

However, the businesses and industry are frustrated with the longstanding issue of the [Worksafe Addendum](#) which creates unnecessary regulatory complexity within current WorkSafe



guidance that undermines Worksafe's reputation. The WorkSafe Energy Safety Addendum (2nd Edition) states that for employer-owned vehicles, "Charging should take place in a garage." This directive restricts businesses from utilising home charging for employees who lack garages, despite outdoor charging being standard practice for private vehicles.

Worksafe supports in their guidelines that the same charger can be installed outside when in a workplace setting.

This requirement effectively excludes a significant portion of the workforce—including the 34% of New Zealanders in rental properties—from participating in business fleet programmes, hindering operational efficiency and contradicting the Government's commitment to reducing unnecessary compliance burdens.

The Issue

We have been working to resolve this issue since the addendum was first released in October 2019. Simply removing this single sentence would harmonise the guidance with existing electrical safety laws and reduce compliance complexity for employers.

We are not suggesting safety be compromised; rather, we advocate for consistency. New Zealand's electrical safety regulations already mandate robust standards for outdoor charging, including:

1. Type B RCD protection with residual operating current not greater than 30mA
2. Minimum IPX4 protection rating for outdoor equipment (per IEC 60529)
3. Installation constraints including minimum height of 800mm above ground

4. Mandatory installation by licensed electrical professionals

These standards apply equally whether a vehicle is employer-owned or privately-owned. Safety is determined by installation compliance, not vehicle ownership or the presence of a garage structure. The current guidance creates an arbitrary distinction without technical justification.

Conclusion

This presents an opportunity to demonstrate that regulatory reform can be both pragmatic and safety-focused. We would welcome the opportunity to discuss this matter with you at your earliest convenience.

Yours sincerely,



Chair

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