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To whom it may concern,

I am writing on behalf of NZ Post to make a submission on the Interim Hydrogen Roadmap. NZ Post is very invested in the Government's plans in developing the hydrogen sector in New Zealand. As an express logistic company working across the country 6 days a week with a fleet of over 100 vehicles, NZ Post have already acquired our first hydrogen powered vehicle in our commercial fleet, we would argue that there is already a market for hydrogen and that a greater focus in the roadmap should be on planning and infrastructure, specifically the building of a nationwide commercial refuelling network.

In 2022 NZ Post, in conjunction with Hyundai Motors NZ, added the first hydrogen truck to its fleet, the Hyundai XCIENT FCEV. Investing in hydrogen fuel cell technology aligns perfectly with NZ Post's goal of being a net-zero emissions business by 2050 and achieving its science-based target of reducing carbon emissions between now and then. Ensuring a reliable supply of clean hydrogen through a nationwide commercial refuelling network, is a key element to enable NZ Post to decarbonise its heavy freight in the short-term. It will also send a signal to the market and attract hydrogen trucks in the country. The electrification of heavy freight does not offer viable options at this time for the long-distance express sector.

NZ Post completed an initial evaluation period of the hydrogen truck before moving into full commercial operations with parcel freight between Auckland and Hamilton to assess its performance on New Zealand roads and conditions. Heavy transport experts from NZ Post and Hyundai Motors NZ evaluating the truck's performance noted the positive results in both open road and urban routes. Based on typical heavy vehicle mileage one fuel cell EV truck avoiding an estimated 170 tonnes of CO_2 equivalent per year from being emitted into our atmosphere – making a significant difference with each heavy fuel cell vehicle. NZ Post tested the hydrogen truck operating around the South Auckland business area and between NZ Post's South Auckland and Highbrook (East Tamaki) depots.

Longer-range testing has been between Highbrook and Waikato depots. The truck has been clocking between 350 and 400kms a day, at an optimal cruise speed of 85-88kms, maintaining the same point to point schedule time. NZ Post have found this solution to be a better fit for our long-distance express sector over battery electric equivalent options currently available.

One of the limits during the trial, and which will inhibit the ability to roll out the truck on longer routes, is the availability of refuelling stations. Within the current constraints, refuelling is taking place in Auckland while we await further network development. The current solution can take in excess of 4 hours to refuel versus the 15 minutes promised by commercial retailers.

Scaling up this trial and extending it to other parts of the country, and/or consider acquiring additional hydrogen trucks, will require a large-scale network of hydrogen production and refuelling stations; something that New Zealand-based company Hiringa is working on, with the support of significant Government funding.

NZ Post are aware that new, government-funded hydrogen refuelling sites are due to open in Wiri, Te Rapa, Tauranga, and Palmerston North in coming months, enabling refuel in 15 minutes with state-of-the-art technology. These additional fuelling sites will open up longer routes and 24/7 operations.

We know that the goal is to build a further 24 stations across New Zealand by 2028, and many more beyond that. Any network expansion would need Government support to ensure a clean source of hydrogen. Those stations becoming available will be critical for NZ Post to reach its net-zero emissions commitment.

A clear communication of the rollout plan for the deployment of these stations will be essential for NZ Post to evaluate potential replacement option for their fleet and be able to consider hydrogen over diesel, which occurs as each individual contract expires.

If you would like to discuss these issues further, then I would be happy to arrange a time to meet up.