

24 October 2024

File Ref: OIAPR-1274023063-31811

By email: [REDACTED]

Tēnā koe [REDACTED]

Request for information 2024-267

I refer to your request for information dated 14 October 2024, which was received by Greater Wellington Regional Council (Greater Wellington) on the 14 October 2024. You have requested the following:

*“Are any diesel buses still operating on METLink routes?
If so, how many?
When were they due to be withdrawn from service?
When are they now due to be withdrawn from service?”*

Greater Wellington’s response follows:

*Are any diesel buses still operating on METLink routes?
If so, how many?*

Yes. There are currently 371 diesel buses still in service.

*When were they due to be withdrawn from service?
When are they now due to be withdrawn from service?*

Buses that reach 20 years of age during the current Public Transport Operating Model (PTOM) contract term are typically retired. The exception to this is 33 diesel buses that will reach 20 years of age but will have their retirement delayed by approximately two years to align with the introduction of more electric buses.

With the contract expiry dates for the current PTOM term ranging from 2027 to 2030, the retirement age for buses will be revisited and agreed in new contract terms. Given this, there is no way of knowing which operators (who own the buses) will be successful in the next tender round and therefore Greater Wellington has no visibility of the fleet past the current contracts.

There will be continued use of diesel buses in the coming years while more electric buses are procured and introduced. An example of this is there were 24 diesel buses introduced in 2024 to increase capacity. This was an interim solution until Greater Wellington could finalise arrangements for more electric buses and the associated depot charging infrastructure with operators. These buses will be replaced with electric buses between 2025 to 2027.

Greater Wellington currently has 103 electric buses in service, with up to another 100 planned to come into service in the next three years. However recent budget pressures are likely to slow the rate of fleet electrification.

It is also worth noting that Greater Wellington in 2019 agreed to a series of carbon emission reduction targets for all operations and areas of direct influence. The diesel bus fleet (excluding rail replacements) represented 37 percent of Greater Wellington's carbon footprint in 2022/23. A target in place is to have all core bus routes decarbonised by 2030.

You can find out more about progress being made to reduce emissions in the bus fleet here: https://ltp.gw.govt.nz/assets/Documents/2024/08/Metlink-bus-fleet-emissions-2023_24-Environmental-performance-report.pdf.

If you have any concerns with the decision(s) referred to in this letter, you have the right to request an investigation and review by the Ombudsman under section 27(3) of the Local Government Official Information and Meetings Act 1987.

Please note that it is our policy to proactively release our responses to official information requests where appropriate. Our response to your request will be published shortly on Greater Wellington's website with your personal information removed.

Nāku iti noa, nā



Samantha Gain

Kaiwhakahaere Matua Waka-ā-atea | Group Manager Metlink