- The Honourable Simon Watts, Minister for Energy,
- Dr Linda Wright, Founder and Chief Executive, New Zealand Hydrogen Council,
- His Excellency Lawrence Meredith, European Union Ambassador to New Zealand,
- Sir Stephen Tindall, Founder and Chair, K1W1Distinguished guests .

Ladies and Gentlemen,

Tena koutou tena koutou tena koutou katoa
"Whaia te iti kahurangi ki te tuohu koe me he maunga teitei"

（This means "To be persistent and move towards a goal despite obstacles."）

Achieving the goal of net zero by 2050, set forth by the global community, presents many challenges and a tough journey ahead. However, we must continue to move forward step by step with determination and reliability.

1. It is my great pleasure to be invited to the inauguration of the H2-2-Zero Summit here in Wellington today, and I would like to extend my sincere congratulations on the opening ceremony.

2. It is imperative that we work together to confront the urgent challenge of global warming as a united international community. Nations across the globe, including Japan and New Zealand, must embrace a green transformation to achieve the goal of net zero by 2050. Renewable energy, by its nature, has a problem of supply fluctuation, due to weather conditions and other factors. But hydrogen can solve this problem by converting surplus electricity into hydrogen and storing it. Hydrogen is also expected to contribute to the decarbonisation of industries that have traditionally relied on coal, gas or oil, such as steelmaking, chemicals, and freight transport.

3. Hydrogen is a priority area for cooperation between Japan and New Zealand. When Prime Minister Luxon visited Japan in June 2024, the

joint Leaders' statement reaffirmed our commitment to strengthen collaboration, particularly focusing on green hydrogen.

4. In Japan, we are trying to realize a public and private investment of 150 trillion yen (approx. 1.7 trillion NZ dollars) aimed at green transformation over the next decade, and for that purpose, the government has decided to provide 20 trillion yen (approx. 220 billion NZ dollars) as upfront investment.
The revised hydrogen basic strategy of the government for 2023 focuses on creating a comprehensive supply chain for "producing," "transporting," and "using" hydrogen with a target of 12 million tons of hydrogen utilisation, including ammonia, by 2040, while promoting the effective use of both domestically produced and imported hydrogen.

Additionally, the new legislation, "the Hydrogen Society Promotion Act" was passed in May 2024 and came into effect in October of the same year. It authorizes the government to take the lead in promoting the utilisation of hydrogen, such as to formulate basic plans, to certify private operators' plans, and to provide support to certified operators while addressing regulatory compliance. Currently, Japan's annual hydrogen demand is approximately 2 million tons. Our target is to reach up to 3 million tons by 2030 and 20 million tons by 2050. It is important to simultaneously promote domestic production while also progressing with imports from overseas.

To stimulate hydrogen demand by 2030, the government is providing support focusing on the price differential from fossil fuels. In the steel sector, partial commercial use of hydrogen will begin by 2030, aiming for full-fledged utilisation by 2040. The transport sector, which accounts for 20% of Japan's CO2 emissions, with a significant share of 40% from commercial vehicles like trucks, highlights the urgent need for reduction in this area. Key regions for proactive implementation will be designated, aiming to have 12,000 to 22,000 small fuel cell trucks and about 5,000 large trucks by 2030. These initiatives are designed to lay a strong foundation for further expansion beyond 2030. Furthermore, the government will support increasing hydrogen infrastructure, including

the number of refuelling stations, while simultaneously advancing necessary business environment improvements such as regulatory revisions.

5. In New Zealand, a Hydrogen Action Plan was formulated in 2024 and hydrogen is expected to play a major role in reducing carbon dioxide emission while maintaining growth in the freight transport sector. For Japanese companies, New Zealand is an attractive location for commercially producing green hydrogen, as the share of renewable energy in the power generation is extremely high at 87%. Additionally, the New Zealand domestic market has the advantage of being easy to deploy new initiatives due to a relatively small population compared to its land mass. Many Japanese companies are entering the field of green hydrogen production and utilisation in Aotearoa. If further efforts are made to continue developing hydrogen-related technologies and lower supply costs, there will also be prospects of exporting green hydrogen to other countries including Japan.

6. Let me introduce some examples of the contributions of Japanese companies in New Zealand. In the land transport sector, Toyota plans to introduce 16 hydrogen fuel cell trucks through technical cooperation with New Zealand companies, in addition to providing its fuel cell passenger vehicles. These trucks can travel about 500 kilometers, comparable to diesel trucks, with a similar refueling time.
   Japanese companies are also contributing to the infrastructure development of the sector. Hiringa Energy Ltd, which is funded by Japanese company Mitsui & Co., has established hydrogen refuelling stations at locations along key freight transportation routes. Three stations have already open and another one in Tauranga is expected later this year. Halcyon Power, which is funded by Japanese company Obayashi Corporation, is also distributing green-hydrogen through their two hydrogen stations.

   In the field of the marine transportation of hydrogen, Obayashi Corporation has transported green hydrogen produced from geothermal energy in New Zealand by sea to Fiji last November and it was

successfully utilised. This is a significant demonstration experiment for the commercialisation of exporting hydrogen overseas in the future.

7. Currently, the Osaka World Expo is taking place in Japan, showcasing cutting-edge technologies, including many exhibits related to hydrogen. First, you can reach the Expo site from downtown Osaka by hydrogen fuel cell boat. Then, you'll find lunar rovers powered by hydrogen and fuel cells used for lighting in some pavilions, allowing you to feel the closeness of a future hydrogen society. During the theme week from September 22 to 25, more than 20 hydrogen-related companies will exhibit, showcasing the latest hydrogen technologies. Please be sure to visit the Osaka World Expo.

8. There are still substantial challenges to overcome for the further expansion of hydrogen in New Zealand, such as price, infrastructure development, and safety standards. I hope that through the collaboration of companies from both Japan and New Zealand, we can overcome the various challenges one by one, to welcome the arrival of a new era in which green hydrogen can be utilised in our global society.

9. Lastly, I would like to conclude my remarks by wishing for the success of this Hydrogen Summit and the further development of initiatives towards the continued successful utilisation of green hydrogen in Japan and New Zealand.

Thank you

Tena koutou tena koutou tena koutou katoa