

20th August 2019



Ministry of Transport
cleancars@transport.govt.nz

Submission on the Clean Car Standard and Clean Car Discount

Regarding Part 2 – The Clean Car Standard

I have only just become aware of the submission process so didn't have time to come up with any specifics.

It is somewhat embarrassing that we advertise ourselves as the "green country", whereas the reality is that New Zealand is already behind a lot of countries in such areas as clean air, clean water, recycling etc. **I feel we should be aiming for zero CO2 emissions**, not aligning with Australia whose economy is partly based on fossil fuel use.

There is a climate change / pollution emergency and New Zealand should be a world leader in showing what can be done. There needs to work started now on eliminating petrol and diesel vehicles where there is a zero emission alternative such as hydrogen cell or electricity.

There is also the issue of not having to rely on imported energy.

Regarding part 3 - Clean Car Discount

Unfortunately the announcement of this proposed fee rebate and tax plan has stalled the uptake of electric vehicles. Some will now put off purchasing EVs knowing that if they wait they will save \$8000. Those purchasing now will miss out on the subsidy and lose the road tax exemption in 18 months. Will less demand there will be less supply; New Zealand is already low on car company priorities.

The government wishes to increase the clean/"dirty" vehicle ratio. The uptake of EVs needs a boost now and **subsidies should commence now**, not in 18-20 months. Like most of the world there should have been subsidies in place some years ago.

There shouldn't be a fee rebate/ subsidy on any petrol or diesel cars, no matter how efficient – the efficient ones could be in the "zero" zone and the others should be taxed at a much higher rate than planned. Relative to many years ago, ICE cars are cheap already and don't need incentives.

Regards
Ross Wilson