

Submission for the CLEAN CAR STANDARD & CLEAN CAR DISCOUNT POLICY

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From the outset please understand that I 100% support the effort that has thus-far been applied, support any/all of the detail aspects of the Standard and Policy unless specifically mentioned in my submission below, and henceforth encourage the current Government to work positively together (ignore ALL Trumpish 'opposition'..., moneyed lobbyists, vehicle & fossil fuel companies, non-NZers...) – i.e. get on and use the mandate your voters gave you - to single-mindedly do this for NZ and humanity – ASAP/NOW.

Given that a total overnight **elimination of fossil-fuel-burning car new & imported second-hand sales** will not be sufficient, these two CLEAN CAR bills must be hugely strengthened while being made considerably more effective initially, and more simple, as follows:

1. No "Zero Band".
2. Fees must apply to all CO²-emitting vehicles, as a straight factor against CO²/km – it is, after all, CO² emissions that are exponentially killing us. This includes hybrids etc.
3. Discounts must apply only to, and to all, zero-CO²-emitting vehicles, inversely with curb weight – this to bias buyers towards the lighter and less electric power consuming EVs and also help less well-off buyers.
4. Fee-attracting cars must never be able to be offered for sale at less than their first-offered price or ever increase that price by more than the official inflation rate. Discounted cars may be offered at any sale price but must only be able to increase that price by less than or equal to the official inflation rate.
5. The fees & discounts proposed in the Policy will result in a massive initial cash positive situation, possibly for many months if not years (so many NZers love their throbbing V6/V8s...). I believe the fees could initially be 30%-50% of those proposed, and that will still allow the discounts to be 3-5 times higher (just looking at the recent "68 dual-cab utes sold per each EV sold" stats – won't change overnight – would suggest 10 or more times those proposed discounts, even, initially). Cash-positive is still certain, but hey, a great success if not – see next point.
6. Set the Reserve Bank to work with the Climate Change Commission and NZTA to meet the fiscally neutral objective - monthly (yes, monthly!). This would give transparency – I suggest a mid-month announcement, based on the previous full calendar month's data, setting the fees and discounts for the 1st of the following month. These public service bodies' direct related costs should be included.

The way I see it, fees will be 'acceptably' low initially but will ramp up, achieving the objective. Discounts will be huge initially, rewarding the quick-off-the-mark. The overall change-over will be limited by EV availability. Govt loans could be provided (and financed by the scheme) to help sellers to be as pipeline-responsive, dynamic and EV-options rich as possible – and help NZ fossil fuel companies to divest and convert too, transparently.

I also believe the plan for continued funding of NZ roadworks (Licencing fees, RUCs, f-fuel duties etc.) must be laid out for the next 10-15yrs and announced up front (again, for public confidence and transparency) – clearly designed to accelerate conversion to EVs. Could I also suggest, if its not so already, that only urban non-arterial roads and infrastructure be funded by cars, all else be covered by those that cause by far their most damage – the load-carrying trucks (and utes). EVs cause less damage, reducing further as battery tech improves...

Further submissions. Could I suggest:

7. Use some of the initial 'cash-positive' cash to invite Motorsport NZ to become a proactive agent for this change. Fund the import of some ultra-impressive EVs and get top-qualified race drivers (Scott Dickson, Hayden Paddon may like career changes, 'V8' boys/women, even 'boy-racer' drifters) – and other petrol-heads – to demonstrate EV superiority, convince themselves and then convince Jill/Joe-public. If any further 'encouragement' is needed, propose a 'backup plan' to increasingly tax (yes, tax...) the entire Motorsport NZ CO² emissions over & above any general public scheme – these are "non-essential, discretionary" emissions after all – fold these funds back into Motorsport NZ EV conversion.
8. Couple this with start-up assistance for a few small/grower companies to do EV conversions/conversion-kits for the huge remaining NZ non-EV armada – that would otherwise continue the exponential killing...
9. Of course, pull out all the stops on Solar and Wind Power (distributed, now the cheapest ever installed kW/Hr options) to support these shiny new EVs.
10. Couple this (again, cash-positive cash funded) with completing the rest of the job – public transport and load-carrier conversion to EV or Hydrogen technology. ASAP/NOW...!

Yours sincerely, thankyou.

P.S. For those farmers, Tradies and others who cannot find a 'suitable' EV (there are self-powered eTrailers, eCaravans...) because they "sometimes have to pick up some fenceposts when they are in town, kms from home" – they could keep their old gas-guzzler for those odd occasions (yes, requires planning...) and (sooner rather than later, better be quick) buy themselves a hot new EV too. It won't take long...