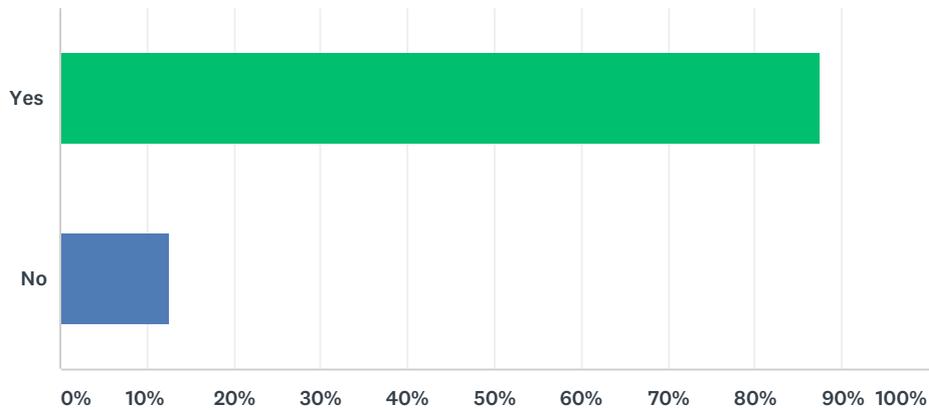


### Q1 Do you think a Clean Car Standard (fuel efficiency standard for imported vehicles) is appropriate for New Zealand? (page 10)

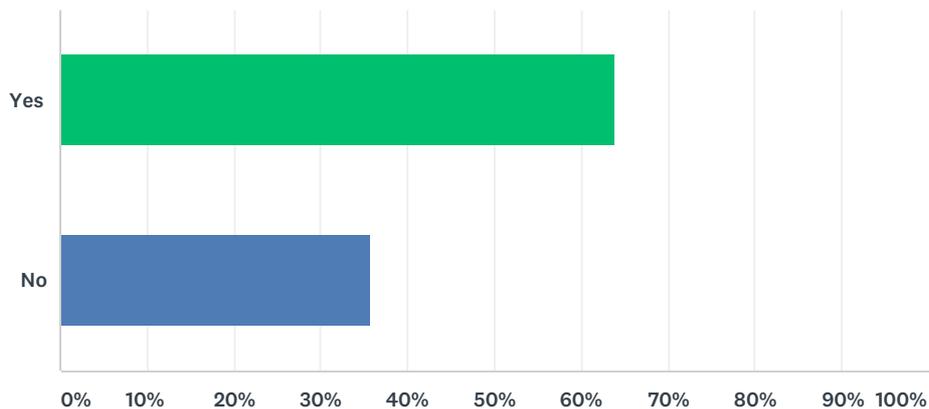
Answered: 857 Skipped: 3



ANSWER CHOICES	RESPONSES
Yes	87.40% 749
No	12.49% 107
TOTAL	857

### Q2 Do you think an average emissions target of 105 grams CO2 per kilometre by 2025 is an appropriate target for New Zealand? (pages 11-12)

Answered: 855 Skipped: 5

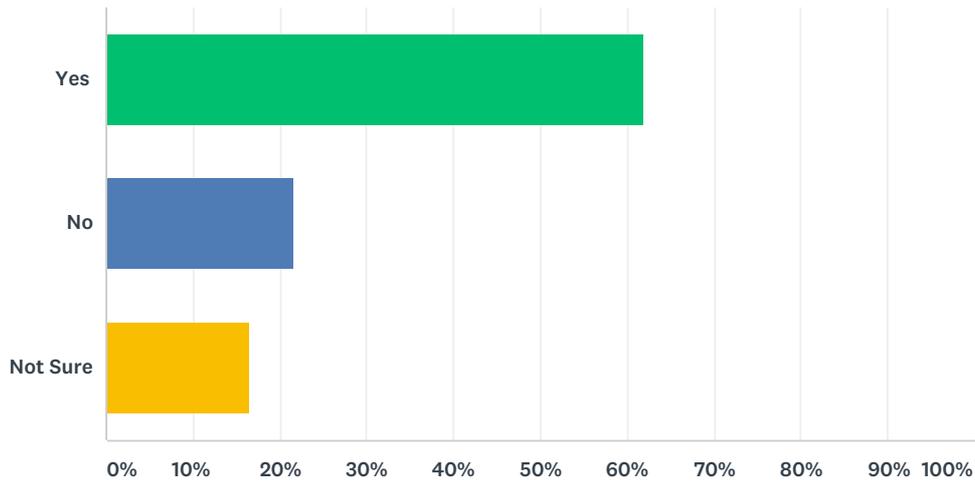


ANSWER CHOICES	RESPONSES
Yes	63.74% 545
No	35.67% 305
TOTAL	855

### Q3 Do you think the Clean Car Standard would have an effect on vehicle supply and prices? (pages 12-14)

### Clean Car Consultation

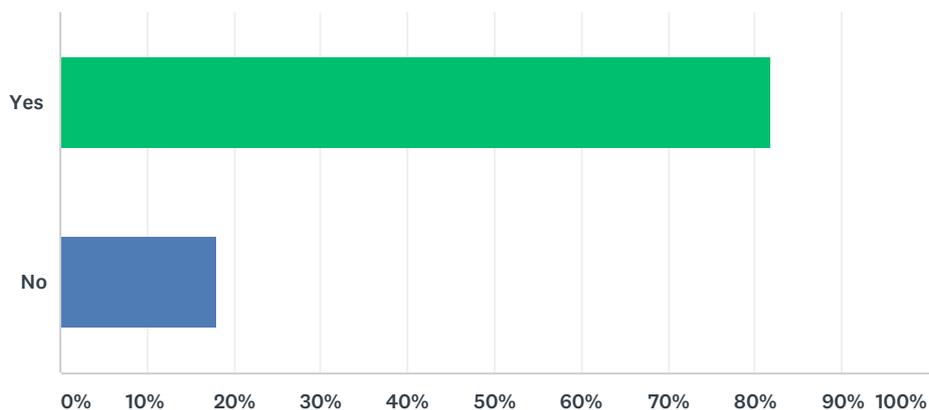
Answered: 854 Skipped: 6



ANSWER CHOICES	RESPONSES	
Yes	61.94%	529
No	21.55%	184
Not Sure	16.51%	141
TOTAL		854

**Q4 Do you consider the overall process outlined for the Clean Car Standard is workable? (Current process: key vehicle data entered into the Motor Vehicle Register > Government issues targets > suppliers calculate their fleet targets and actuals > NZTA validation after year-end > any penalties for not meeting targets are applied) (pages 15-16)**

Answered: 837 Skipped: 23

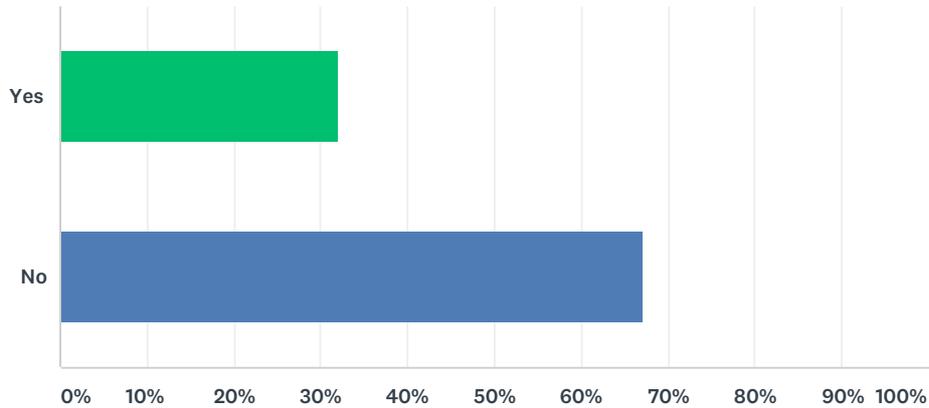


ANSWER CHOICES	RESPONSES	
Yes	81.84%	685
No	17.92%	150
TOTAL		837

**Q5 The Clean Car Standard will cover new vehicles and used vehicles**

being brought into New Zealand. Do you think people who import three vehicles or less should be exempted? If not, why? (page 16)

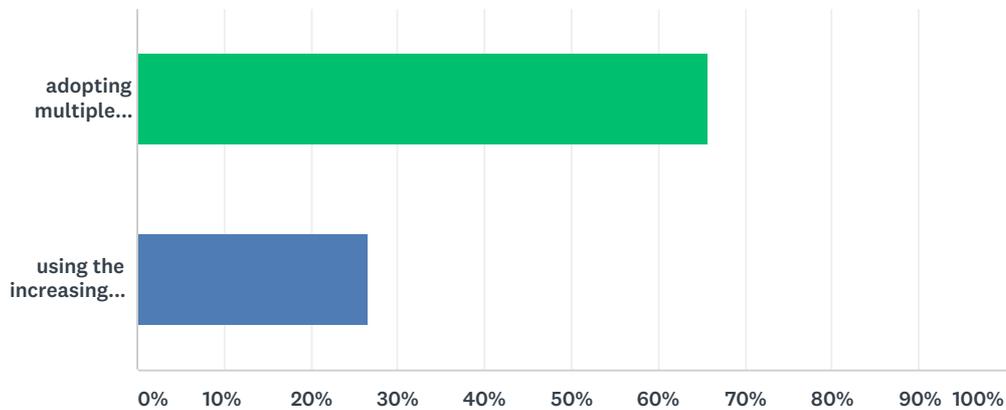
Answered: 845 Skipped: 15



ANSWER CHOICES	RESPONSES	
Yes	32.07%	271
No	67.10%	567
TOTAL		845

Q6 Do you support phasing-in the 105 grams CO2 per kilometre emissions target by (pages 16-17):

Answered: 815 Skipped: 45

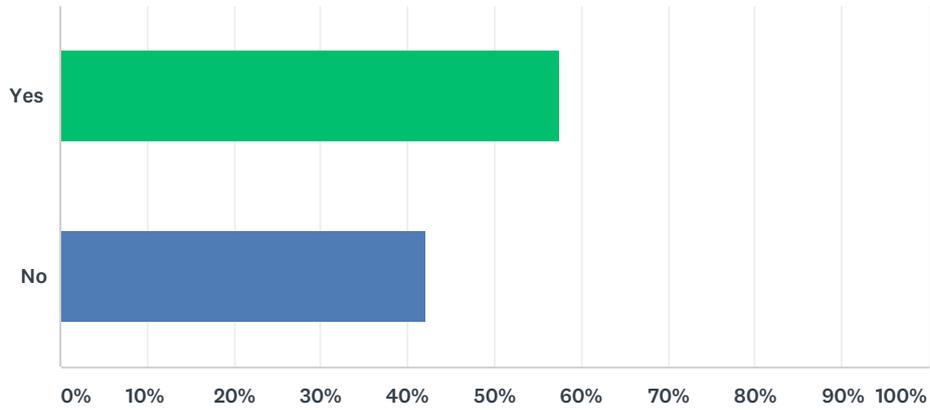


ANSWER CHOICES	RESPONSES	
adopting multiple targets that progressively lower to 105 grams? OR	65.77%	536
using the increasing percentage of fleet approach?	26.63%	217
TOTAL		815

Q7 Do you support the 4 year timeframe for the phase in period? (pages 16-17)

Answered: 843 Skipped: 17

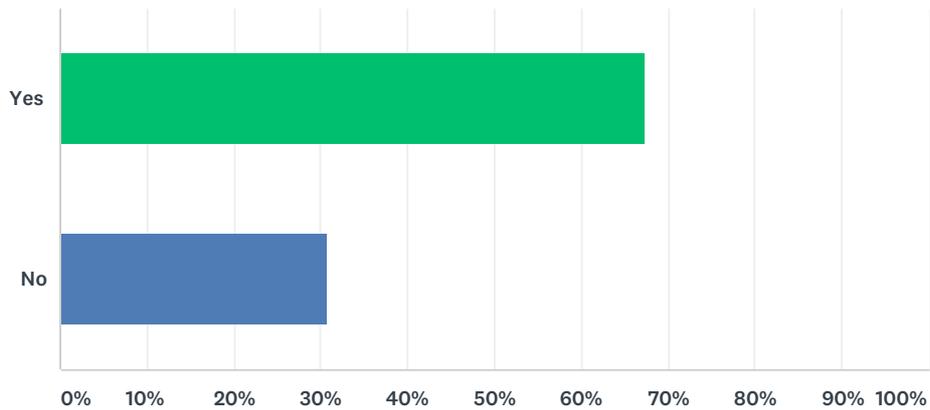
### Clean Car Consultation



ANSWER CHOICES	RESPONSES	
Yes	57.53%	485
No	42.11%	355
TOTAL		843

### Q8 Do you support adopting a vehicle weight-adjusted Clean Car Standard? (pages 17-19)

Answered: 833 Skipped: 27

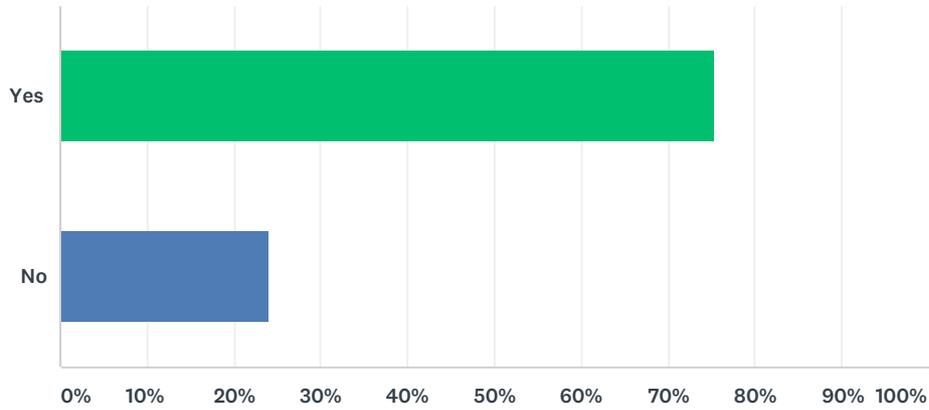


ANSWER CHOICES	RESPONSES	
Yes	67.35%	561
No	30.73%	256
TOTAL		833

### Q9 Do you support a penalty of \$100 for each gram CO2 per kilometre that a supplier of new vehicles exceeds its fleet target by? (page 20)

Answered: 843 Skipped: 17

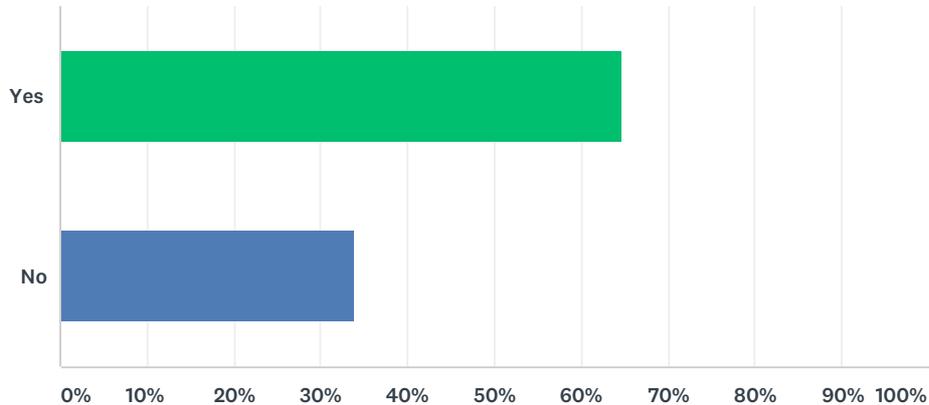
### Clean Car Consultation



ANSWER CHOICES	RESPONSES
Yes	75.33% 635
No	23.96% 202
TOTAL	843

**Q10 Do you support a penalty of \$50 for each gram CO2 per kilometre that a supplier of used imported vehicles exceeds its fleet target by? (page 20)**

Answered: 837 Skipped: 23

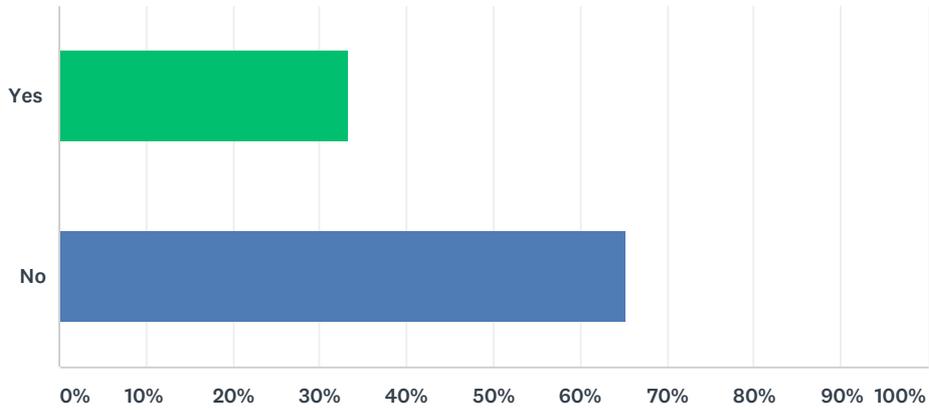


ANSWER CHOICES	RESPONSES
Yes	64.64% 541
No	33.93% 284
TOTAL	837

**Q11 Do you support the banking mechanism (the ability to use emission credit in future years) to provide flexibility for vehicle suppliers? (pages 20-22)**

Answered: 837 Skipped: 23

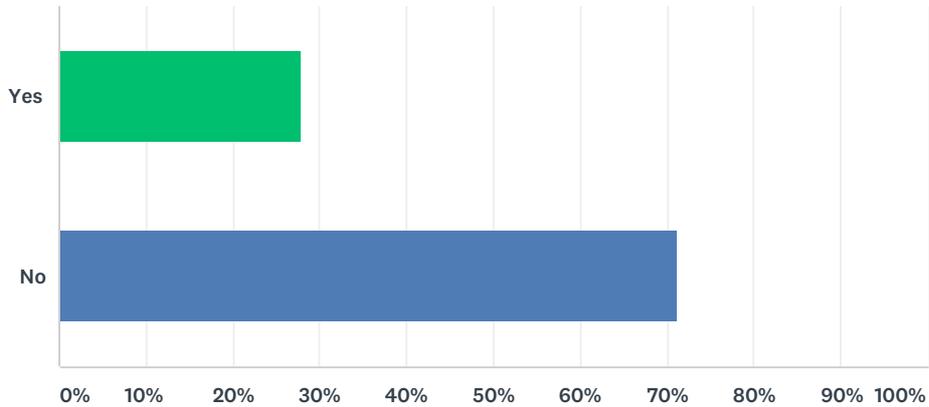
### Clean Car Consultation



ANSWER CHOICES	RESPONSES
Yes	33.33% 279
No	65.35% 547
TOTAL	837

**Q12 Do you agree that the new vehicle sector should have the added flexibility of borrowing (any under-achievement of an annual target can be made up by over-achieving the following year)? (pages 20-22)**

Answered: 839 Skipped: 21

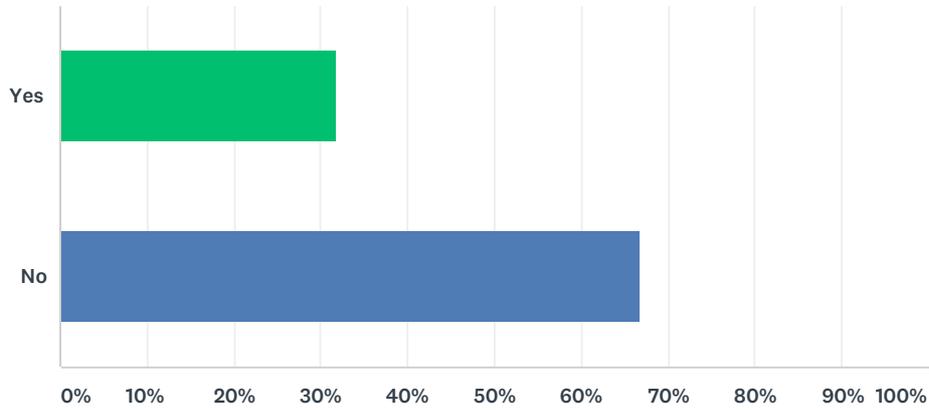


ANSWER CHOICES	RESPONSES
Yes	27.77% 233
No	71.04% 596
TOTAL	839

**Q13 Do you support an arrangement for suppliers to pool their vehicles together to comply as a group? (pages 20-22)**

Answered: 838 Skipped: 22

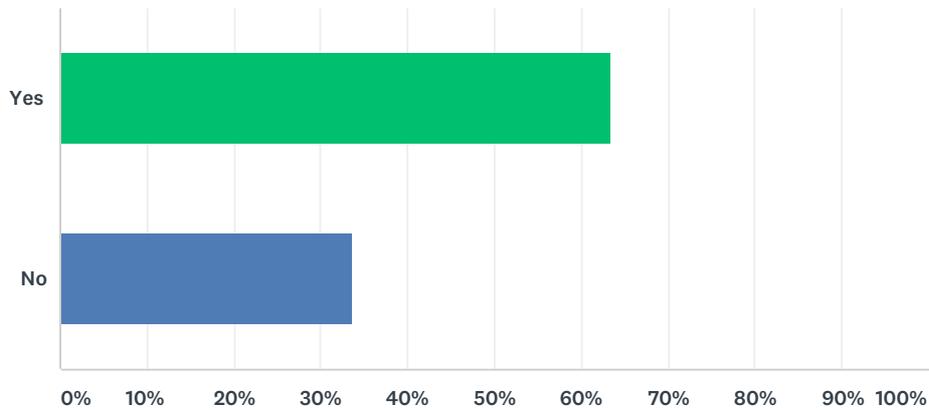
Clean Car Consultation



ANSWER CHOICES	RESPONSES
Yes	31.86% 267
No	66.83% 560
TOTAL	838

**Q14 Do you agree that new and used vehicle suppliers should not be able to pool their vehicles and comply as a group? If you think they should be able to comply as a group, how should the emissions of new vehicles and used vehicles be measured and balanced? (pages 20-22)**

Answered: 819 Skipped: 41

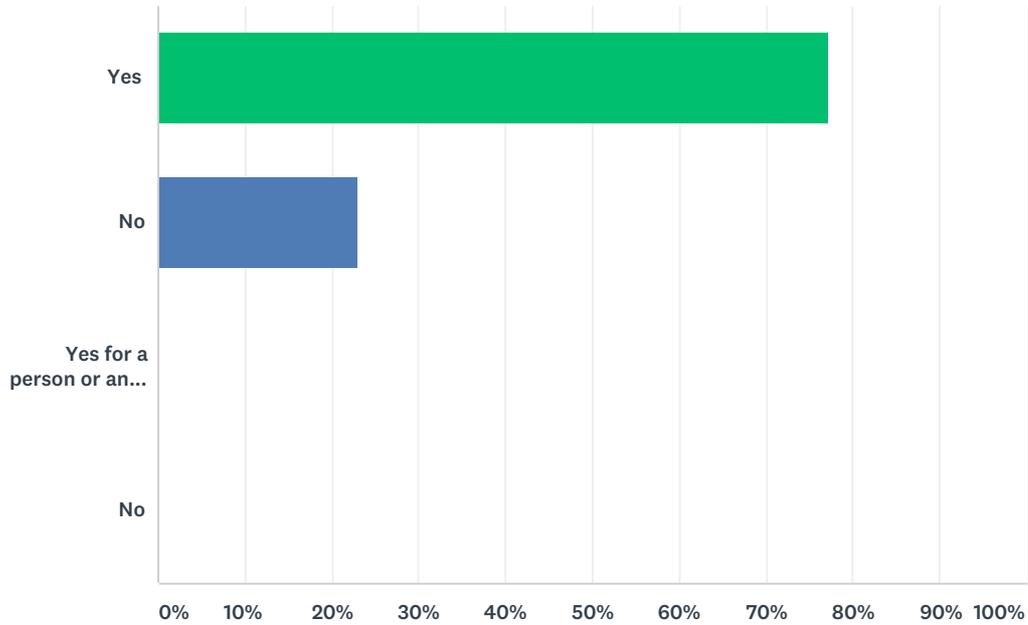


ANSWER CHOICES	RESPONSES
Yes	63.37% 519
No	33.70% 276
TOTAL	819

**Q15 Do you support having a fine not exceeding \$15,000 for an individual for misreporting data for the Clean Car Standard? (pages 22-23)**

Answered: 841 Skipped: 19

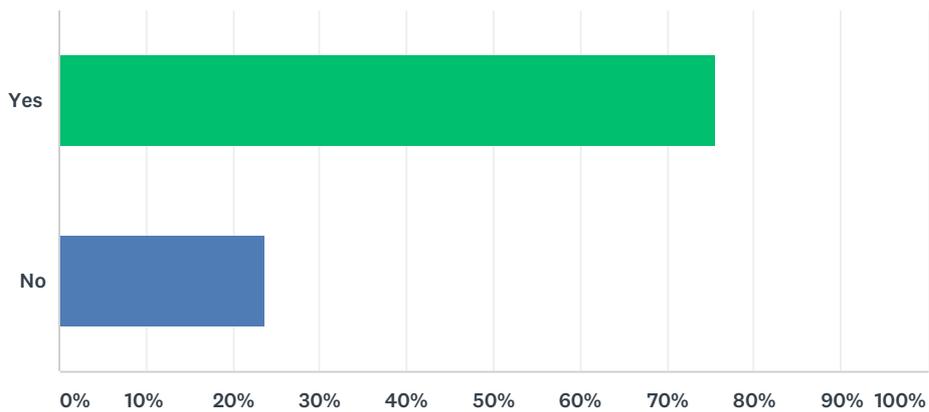
### Clean Car Consultation



ANSWER CHOICES	RESPONSES
Yes	77.17% 649
No	23.07% 194
Yes for a person or an organisation other than an individual (e.g. a company), a fine not exceeding \$75,000?	0.00% 0
No	0.00% 0
Total Respondents: 841	

**Q16 Do you support having a fine not exceeding \$75,000 for a person or organisation other than an individual (e.g. a company) for misreporting data for the Clean Car Standard? (pages 22-23)**

Answered: 838 Skipped: 22

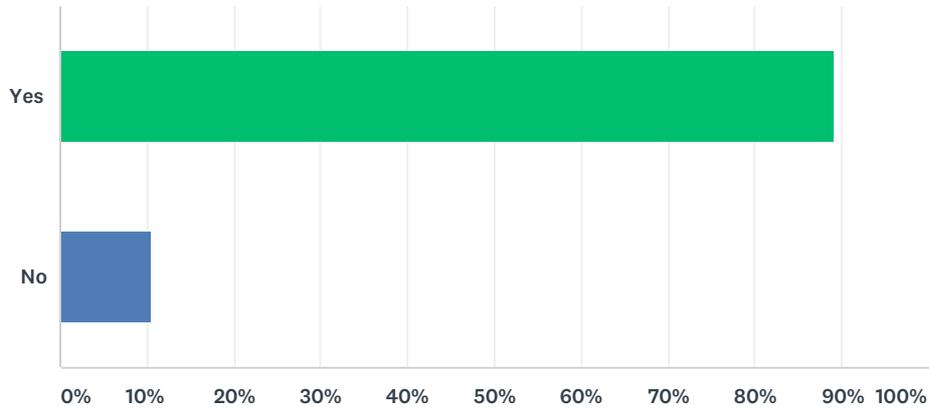


ANSWER CHOICES	RESPONSES
Yes	75.54% 633
No	23.63% 198
TOTAL	838

**Q17 Do you support the sanction of disqualification from being a**

registered motor vehicle dealer if a supplier deliberately attempts to evade meeting annual targets? (page 23)

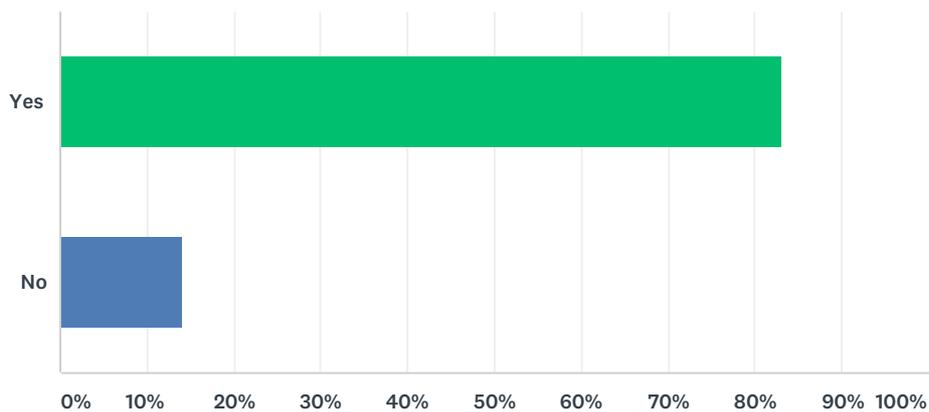
Answered: 843 Skipped: 17



ANSWER CHOICES	RESPONSES	
Yes	89.09%	751
No	10.44%	88
TOTAL		843

Q18 Do you support amending the Fuel Consumption Information Rule so that only vehicles tested to the WLTP, NEDC, the JC08, and the American Federal Test Procedure meet requirements for entry certification? (pages 23-24)

Answered: 819 Skipped: 41

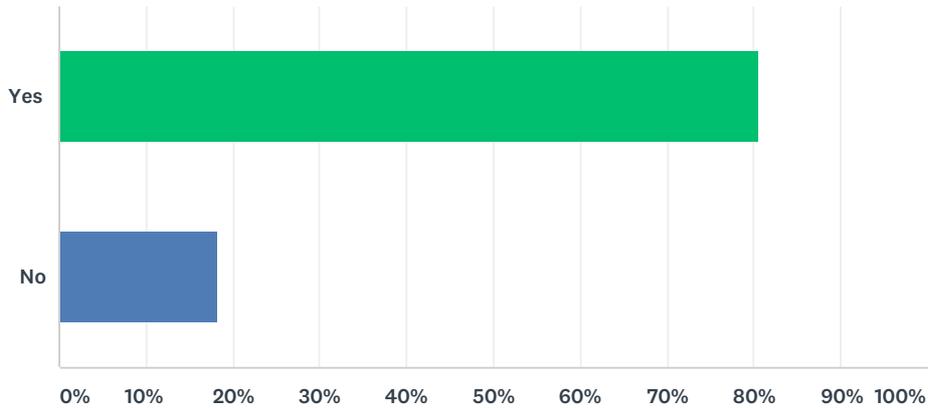


ANSWER CHOICES	RESPONSES	
Yes	83.15%	681
No	14.04%	115
TOTAL		819

Q19 Do you agree with the proposed process for setting future emission targets? (Government sets most immediate 5-year target, and

proposes targets for two future periods. Revision of set target only for critical change) (pages 24-25)

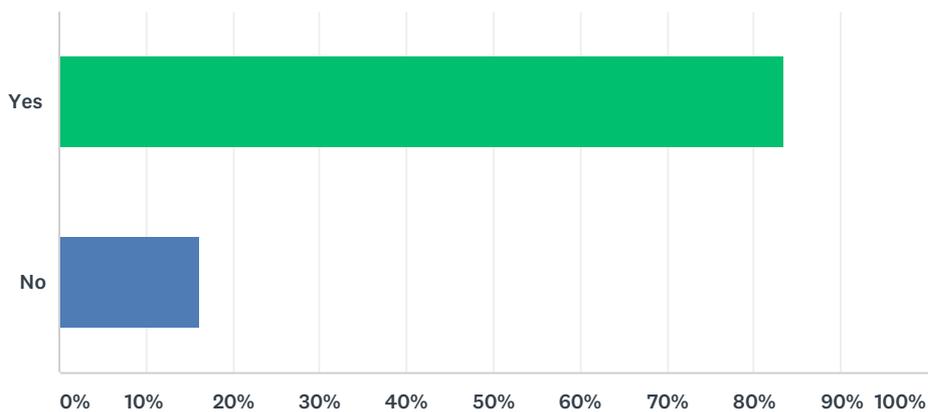
Answered: 828 Skipped: 32



ANSWER CHOICES	RESPONSES	
Yes	80.56%	667
No	18.24%	151
TOTAL		828

Q20 Do you think the Clean Car Discount is appropriate for New Zealand? (the Clean Car discount offers discounts to buyers of low-emission vehicles and imposes fees on high-emission vehicles) (pages 26-27)

Answered: 850 Skipped: 10

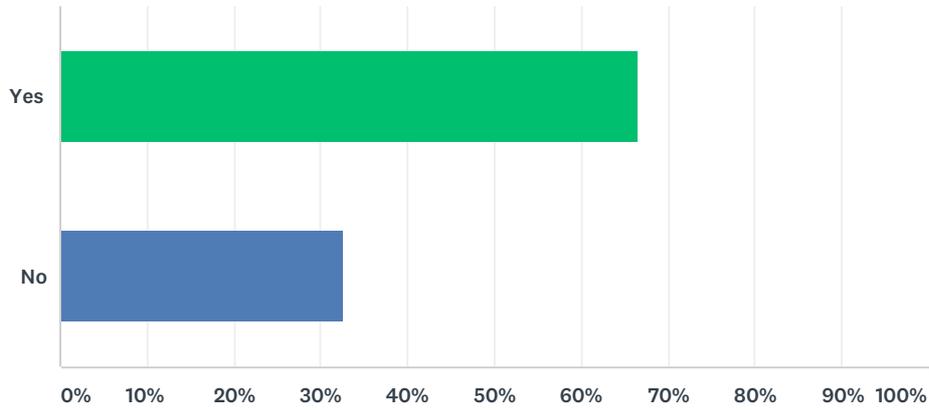


ANSWER CHOICES	RESPONSES	
Yes	83.41%	709
No	16.12%	137
TOTAL		850

Q21 Do you think the emissions benchmark of 105 grams CO2 per kilometre by 2025 is an appropriate one to have for the Clean Car

## Discount? (pages 28-29)

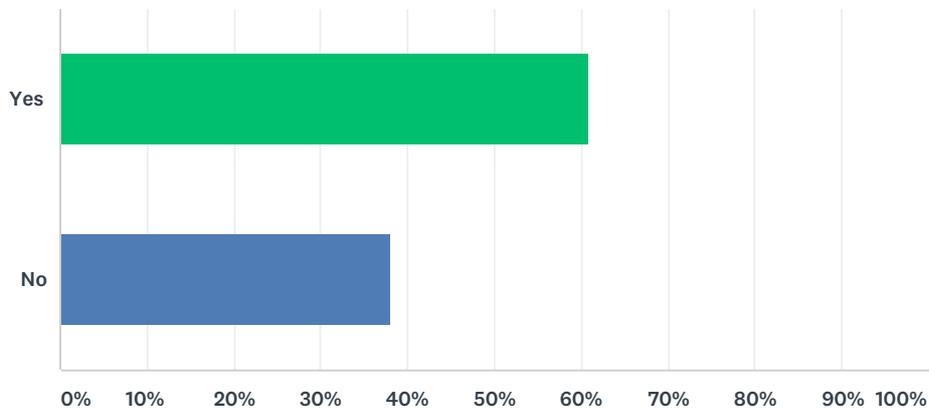
Answered: 838 Skipped: 22



ANSWER CHOICES	RESPONSES	
Yes	66.47%	557
No	32.58%	273
TOTAL		838

## Q22 Do you think an initial emissions benchmark of 150 grams CO2 per kilometre is suitable for the first year of the Clean Car Discount? (pages 28-29)

Answered: 828 Skipped: 32

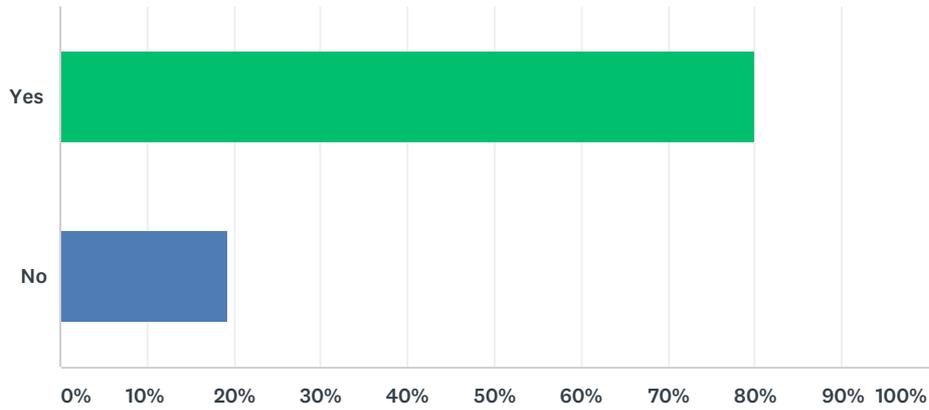


ANSWER CHOICES	RESPONSES	
Yes	60.87%	504
No	38.04%	315
TOTAL		828

## Q23 Do you think the level of the fees and discounts in the example Clean Car Discount schedules would increase demand for low-emission vehicles? (page 29 and Appendix 4)

Answered: 837 Skipped: 23

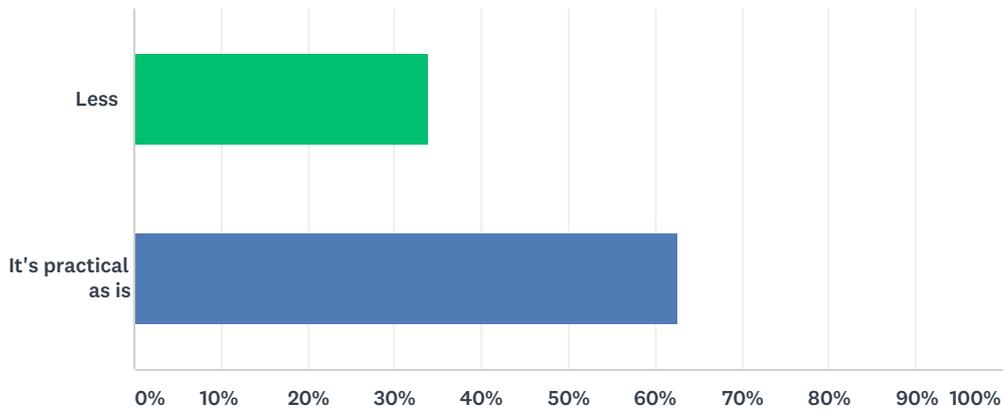
### Clean Car Consultation



ANSWER CHOICES	RESPONSES	
Yes	79.93%	669
No	19.24%	161
TOTAL		837

**Q24 In the example schedules the schedules change every year to lower the emissions benchmark and to keep the scheme self-financing. Do you think annual change is practical or should there be less change? (page 29 and Appendix 4)**

Answered: 816 Skipped: 44

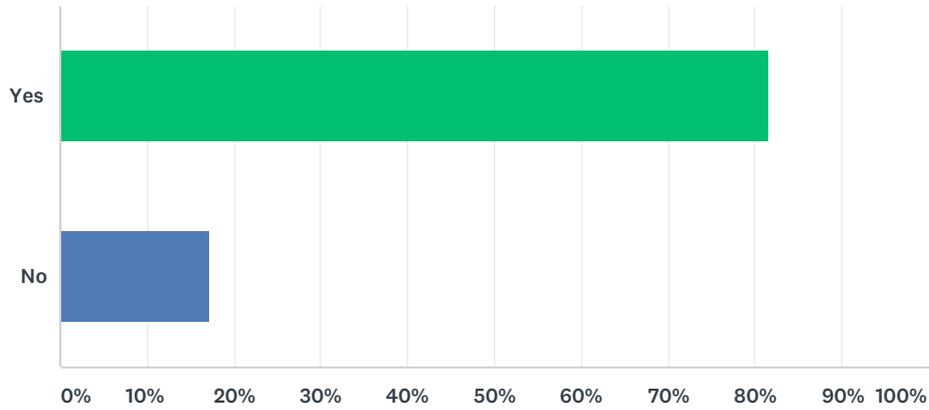


ANSWER CHOICES	RESPONSES	
Less	33.95%	277
It's practical as is	62.50%	510
TOTAL		816

**Q25 Do you think new vehicles should include near-new vehicles less than 3 years old? (page 29)**

Answered: 828 Skipped: 32

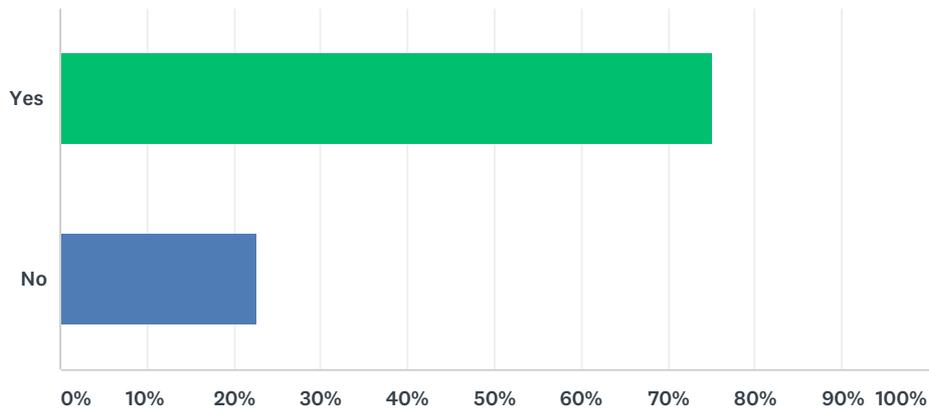
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ANSWER CHOICES	RESPONSES	
Yes	81.52%	675
No	17.15%	142
TOTAL		828

Q26 Do you think a zero band (vehicles receive no discount and pay no fee) is appropriate? (page 30 and Appendix 4)

Answered: 812 Skipped: 48

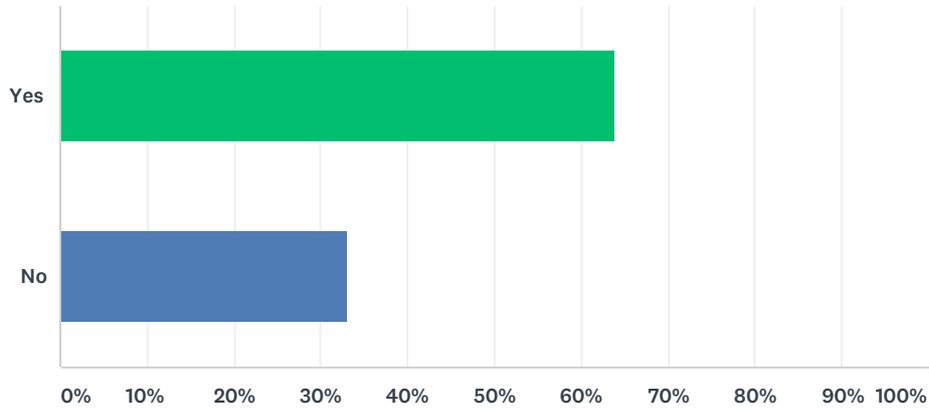


ANSWER CHOICES	RESPONSES	
Yes	75.12%	610
No	22.66%	184
TOTAL		812

Q27 Do you think the size of the zero band in the example feebate schedules is appropriate? (page 30 and Appendix 4)

Answered: 786 Skipped: 74

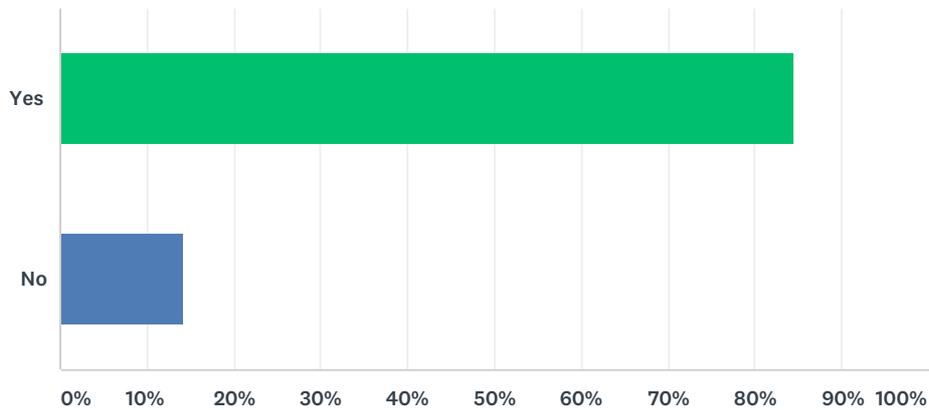
Clean Car Consultation



ANSWER CHOICES	RESPONSES	
Yes	63.74%	501
No	33.08%	260
TOTAL		786

Q28 Do you support the proposal to apply the fees and discounts directly at the point of vehicle purchase? (pages 30-31)

Answered: 828 Skipped: 32

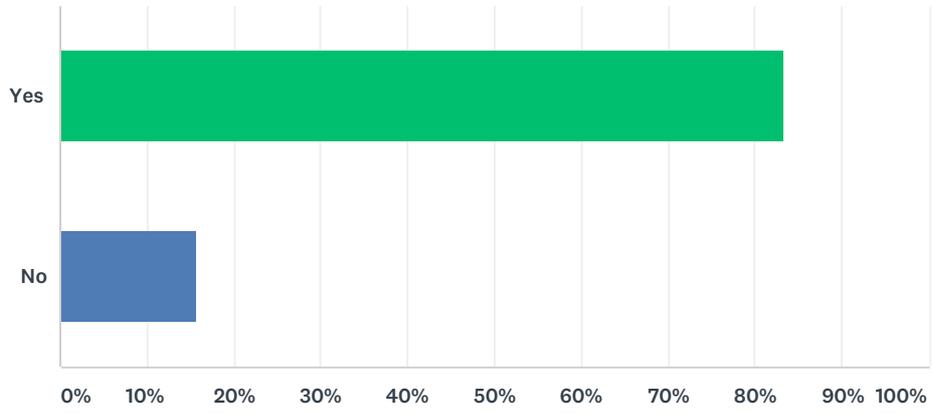


ANSWER CHOICES	RESPONSES	
Yes	84.54%	700
No	14.13%	117
TOTAL		828

Q29 Do you support the penalties to ensure that fees and discounts are displayed on each vehicle and are correctly applied by vehicle suppliers? (the proposed penalties are, for an individual, a fine not exceeding \$15,000, and for a person or organisation other than an individual, a fine not exceeding \$75,000) (pages 30-31)

Answered: 831 Skipped: 29

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ANSWER CHOICES	RESPONSES	
Yes	83.27%	692
No	15.64%	130
TOTAL		831