From: [redacted]
To: Clean Cars
Subject: Submission to Clean Cars policy initiative .
Date: Sunday, 11 August 2019 4:17:41 PM

Submission to Government Clean Cars Policy Initiative

Preamble

This Government initiative is both timely and very necessary in the face of obvious global threats greenhouse gases and other pollutants pose to not only a healthy natural environment but to the existence of human life on planet earth. With the progression of the effects of climate change at a much faster rate than originally predicted by scientists it will be necessary to institute initiatives such as the `Clean Car Policy` with the minimum of delay. I wish it to be noted that New Zealand, Australia and Russia are the only OECD countries not to have an emissions limiting policy for fossil fuel powered vehicles. Yet another stain on our much vaunted but severely faulted `Clean, green` image.

Technologies

The currently popular vehicle technologies such as electric and hydrogen are not new. These technologies were either active or in development in the late 1800s and early 1900s but were relegated to the shelves of history by the rise of the oil industry and the internal combustion engine. While the current day equivalents of lithium ion and hydrogen technologies are a great advancement they will always require the cost of sourcing and processing raw materials, containment and transport issues (hydrogen) and disposal of spent materials (batteries).

Another somewhat inconspicuous but widely used technology (in the industrial world at least) is compressed air. In the late 1920s one Roy J Meyers developed a radial type compressed air motor that was able to power a vehicle (converted cab and chassis with petrol engine removed) for 500 miles at a speed of 35 mph on four cylinders of compressed air mounted on the rear deck. There were trams and other vehicles using compressed air also although as with most vehicles of the day they were somewhat cumbersome and generally slow.

In the mid 1980s a French motor engineer, Guy Negre` began developing a compressed air motor specifically for the the transport industry. In recent months that development has come to fruition with their vehicles (Airpod) being approved for inner city transport in European Union countries (including Britain) where air pollution has become a serious health issue. These vehicles are approved for use in most countrys including many USA states. Guy`s company, Motor Development International (MDI) have had a joint venture agreement with Tata Motors of India who aim to have vehicles in production by 2020. French company Violia have recently taken possession of the first commercially produced refuse removal unit which they commissioned MDI to design and build. The company (MDI) currently holds orders for vehicles ranging from golf carts to buses. It should be noted that this technology can be applied to point of use power generation and a development project has currently been initiated for that purpose.

Please see: www.mdi.lu www.airfuture.co.nz www.aircars.eu

Conclusion

The point I wish to emphasize with this submission is that the Clean Car Initiative should be broadened to include all technology capable of significant reduction or eliminating carbon em-missions in the transport sector not just those that are in the popular press.

The MDI compressed air tank equates to a `battery` or energy source as with lithium ion and the motor a means of applying that energy as with electric motors.

The MDI business model allows for local manufacture but whether imported or locally manufactured the subsidy proposed for fuel efficient and electric vehicles should also be broadened to include MDI or for that matter any other emerging technology that meets the specific criteria.

The current certification of allowable vehicles is in my opinion is archaic being instituted in the days when heavy metal vehicles were the only technology available. In the current age we regularly use many forms of transport (such as airliners) that include light weight composite materials in their structure because it is as strong if not stronger in some cases than the much heavier metal equivalent. However the road user vehicle classification regulations in New Zealand have not yet been adjusted to include the MDI Airpod category for on road certification restricting the Airpod to off road uses only. Such restrictions go against the objectives of the government low carbon policy initiatives. The MDI Airpod, a near globally accepted small inner city vehicle that provides zero CO2 emissions is consequently not yet road certifiable in New Zealand.

I wish to sincerely thank you for the opportunity to participate with this submission and wish you well in bringing about the necessary changes.

Kind regards, David Bull


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