

From: [REDACTED]
To: [Clean Cars](#)
Subject: Submission: Moving the light vehicle fleet to low emissions
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Submission: Moving the light vehicle fleet to low emissions

Please consider the following points:

- That the subsidising of imported fuel efficient and electric vehicles be extended and applied to locally manufactured vehicles. This subsidy would place locally manufactured vehicles on a par with imported vehicles, and while there may be no locally manufactured vehicles at the present time, future plans for such an event should not be jeopardised by an unequal financial playing field. Local manufacture means local jobs and any proposal to begin manufacture should not be penalised.
- That vehicles with alternative power sources, such as the AirFuture/MDI “air car” with compressed air energy storage (batteries) should be considered in the same light as electric vehicles with conventional battery storage. Innovative and new power sources should not be penalised by only considering those sources, such as electric vehicles, currently receiving media attention.
- Future proofing by expanding road used classifications to include innovative vehicles for on road certification. Ground breaking design should not be disadvantaged by consideration only being applied only to current and familiar designs. In particular the following should be addressed:

The Airpod is recognised in the majority of countries throughout the world, as being an ideal vehicle for inner city and services use. This is not the case in New Zealand where the Airpod is restricted to off road use as the road user vehicle classification regulations have not yet been adjusted to include the Airpod for on road certification. This restriction goes against the objectives of the government low carbon policy initiatives and the Airpod, which provides zero CO2 emissions and is globally recognised as an ideal inner city small vehicle is not road certifiable in NZ.

Regards
Cheryl Hughson

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