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SUBMISSION ON PROPOSED LIGHT MOTOR VEHICLE 'FEEBATE' SCHEME
TREATMENT OF CLASSIC AND VINTAGE VEHICLES

I have completed the on-line survey, but wish to also lodge a separate submission on one particular aspect of the scheme that is not mentioned in the discussion document, namely the treatment of Classic and Vintage vehicles.

I generally support a scheme that incentivises energy efficient, clean and practical vehicles and dis-incentivises heavier less environmentally friendly models.

Certainly many New Zealanders have specific work or family needs that require larger vehicles. However, in my view, for too long many New Zealand purchasers, particularly in the cities, have chosen vehicles much larger than their needs dictate simply because of the 'road presence' they provide.

These vehicles, heavy SUVs and large utility type vehicles, are not only less environmentally friendly in terms of CO2 emissions but also due to their much greater mass and floor pan height, impose adverse safety outcomes on the occupants of smaller vehicles in a crash. I think many buyers of the large vehicles do so to improve their safety, or at least their perception of greater safety in the event of a crash.

But it is how Classic and Vintage vehicles may be unintentionally swept up in rules designed to solve a problem they don't contribute to in any significant way that prompts me to submit.

Classic and Vintage cars are now an internationally traded commodity. Each time a NZ collection is broken up or a number of vehicles are gathered up for auction, some are sold off overseas.

It would therefore be an unreasonable burden on NZ collectors and enthusiasts if an environmental scheme applied additional costs to a New Zealander importing a classic. While classics clearly don't meet modern emissions standards, their utilisation is without exception very low. Many sit virtually unused in collections or museums, and even those owned by individual enthusiasts such as myself, are used very little and so do not contribute to CO2 emissions in any significant way.

Some time ago I conducted some very basic research of 'Carjam' data on a range of vintage and classic vehicles from a 1920s Austin Seven to a 1970s American muscle car. Without exception, the vehicles I investigated travelled a few hundred kilometres a year at most, and many far less. In one case I recall, an E Type Jaguar travelled only 3 kms between Warrant of Fitness checks. My own classic Rover has travelled less than 20,000 kms since the late 1970s.

I trust therefore that classic and vintage vehicles (say, vehicles over 20 years old) will be able to be exempted from any 'feebate' scheme on the basis that they are not the intended target.

Unfortunately, classic and vintage cars are still languishing on a six-monthly Warrant of Fitness despite that never being the intention when the WoF system was overhauled a few years ago. By contrast, I understand the UK has abandoned taxation and MoT testing

requirements for classics on the basis that they pose very low risk due to being well maintained by enthusiasts and used very infrequently.

Vintage and classic clubs and activities are very positive aspects of New Zealand culture, and I trust that these vehicles can be exempted as I suggest.

Thank You,

Brian McSwigan.