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Climate Change Commission
PO Box 24448
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Climate Action for Aotearoa Submission

The New Zealand Federation of Motoring Club is appreciative of the opportunity to contribute to the consultation on the Commission's draft advice to the Government. The NZFoMC represents approximately 106 member clubs catering for motor caravans and heritage and collectors vehicles including cars, hot rods, trucks, military vehicles, motorcycles and tractors covering all years of manufacture. Our member clubs represent more than 103,000 individuals.

For classic motoring enthusiasts it is reassuring to note the Commission accepts there will be an ongoing role for liquid fuels and is even endorsing their production and further development. But we would like to see further acknowledgement that going electric is not an option for heritage vehicles and confirmation that biofuels (specifically 'drop-in' synthetic fuels and e-fuels) should be made available for them as well.

While precise figures on the size of the heritage motoring community in New Zealand have not yet been compiled, according to the latest FBHVC National Historic Vehicle Survey in the United Kingdom there are 1.5 Million registered heritage vehicles owned by 683,967 enthusiasts. Their activities make a \$14 Billion contribution to the UK economy each year and provide jobs for 34,000 people. But the average annual mileages covered by heritage vehicles is just 1,200 miles, which equates to all registered historic vehicles accounting for less than 0.2% of the total miles driven on UK roads each year and making only a minimal contribution to total emissions.

On a proportionate per capita basis New Zealand has a much larger and more vibrant heritage motoring sector, perhaps even larger than a third of the number of enthusiasts in the UK. Based on comparisons of club membership numbers New Zealand heritage and recreational motoring is most likely making an annual contribution of several billion dollars to the New Zealand economy. Cursory surveys indicate just our affiliated members alone own more than \$6 Billion worth of heritage vehicles which could become progressively valueless if access to fossil fuels was ended. This would be a disproportionate outcome in order to achieve only infinitesimal reductions in emissions.

Average households in New Zealand consume around 25kwh of power per day, which adds up to approximately 8,000 to 9,000 kwh per annum. The power consumption of an average EV is around 15kwh/100km, so assuming average mileages of 20,000kms per year, they will use around 3,000 kwh per annum. So homeowners converting from ICE to EV will increase their domestic power consumption by approximately 33 per cent.

According to Statistics New Zealand's last Energy Use Survey, in the eight years between 2010 and 2018 industrial sector electricity consumption effectively tripled from 7500 Million Kilowatt Hours to more than 20,000 Million. And this has preceded the commitments to replace coal-fired heating in all schools and Fonterra's processing plants

Instigated by the then Minister David Parker, the report “NZ Energy Strategy to 2050” forecast a need for another 3900MW of generation to meet growth demands. But of the new generation projects listed in the report more than 1000MW are dependent on geothermal or gas, both of which have now been ruled out as energy sources by the Commission.

On the basis of our admittedly cursory research we fear the Commission’s conclusions that just a 20 percent increase in annual electricity generation will be more than sufficient to meet industry and electric vehicle needs will prove to be excessively optimistic.

As the global supply of EVs is also likely to be limited in the foreseeable future permitting wider use of biofuels by heritage vehicles and other users may offer a more sensible solution to reducing emissions from the much larger existing fleet. The NZFoMC suggests the draft advice report should include greater recognition of the role that biofuels and synthetic (or ‘drop-in’) fuels (including e-fuels) could play in decarbonising transport.

Continuing to permit access to alternative liquid fuels and ICE vehicles may reduce the need for costly or unaffordable investment in upgrading electricity generation and supply. It will also provide an alternative for the increasing numbers of New Zealanders who are now being denied access to off-street parking and the opportunity to recharge their EV batteries by regulatory changes.

In the aftermath of the major Christchurch earthquake water contamination became a serious problem in the eastern suburbs and the Christchurch City Council was strongly criticised for not alerting residents. Their response was that they had put a warning message on the council website. But the earthquakes destroyed the cable to New Brighton and in those days most residents needed mains power to turn on their computers. Mobile phones also quickly became unreliable as batteries ran flat so the now obsolete landline system was the only usable means of communication.

As former Minister Gerry Brownlee recently told Parliament if he and the Civil Defence chief had not gerried up a “Resource Consent” to authorise Orion to run a temporary line across country the New Brighton area could have been without an electricity supply for many months. If in the Zero Carbon future there is no on going access to fossil fuels when earthquakes or other disasters occur again the consequences could be a loss of transport, ambulances, communications, and only limited provision of food and water. As a result of previous experience we see it as essential the supply of fossil fuels or suitable alternatives continue if only to be available to meet essential needs in the event of emergencies.

Yours sincerely



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Representing the responsible special interest and heritage motoring enthusiast