

Emissions Reduction Plan

In contributing to discussions of the Ministry of Transport's "Pathways to Net Zero" and Climate Commission's Emissions Reduction Plan consultations our primary objective was to prevent adoption of policy proposals which might limit the use of our heritage vehicles and so far, so good. Previously promoted initiatives to ban ICE vehicles, phase out fossil fuels, and go all electric have either faded into the background or vanished into a far-off future. So, at this stage the provisions outlined in the finalised Emissions Reduction Plan will have only gradual impacts on heritage motoring.

Biofuels Mandate

However, for many heritage vehicle owners, use of biofuel is still not a safe option. There have been positive indications our submission on this issue resulted in official acceptance that provision must be made to ensure convenient access to supplies of petrol and diesel fuel is maintained. But how and whether this will be done remains to be finalised.

Incorporated Societies Act

The other issue dealt with during the year was the long pending update of the Incorporated Societies Act initiated by National and completed by the current Labour Government. Over the years our suggested revisions have largely been adopted including our recommendation that the ban on members receiving "financial gains" should not restrict clubs from subsidising activities and events or supplying members with discounted parts and services or providing adequate recompense for members making major voluntary contributions to the overall betterment and welfare of their clubs.

In the last draft of the Act circulated for comment last year the definition of "Small Society" was set at those with revenue and assets totalling less than \$10,000. Our submission that this was unnecessarily restrictive was acknowledged and the limits raised to \$50,000 which exempts many more of our clubs from the financial reporting requirements imposed on large ones.



Roy Hughes
NZFoMC Submissions Secretary