



Nissan draws line on service

Nissan New Zealand has made clear what they will and won't do when it comes to servicing Nissan Leafs, including import ones.

EVtalk had heard rumours of a crack-down on Nissan dealers repairing used import Leafs, but Nissan New Zealand managing director **John Manley** says that is not the case.

"We will service any Leaf," Manley explains. "You can take any Nissan to any of our dealerships, although there are only seven certified to work on the Leaf."

Where is the line? Batteries.

"We are unable to source battery components," he explains. "Nissan will only supply us with components for Nissan Leafs sold new in New Zealand."

Manley says there are components

within the battery system that are different - but could not explain what that difference is.

He says they do have the technical capacity to replace batteries at Nissan head office, but says that as far as he knows, they have never had to repair or replace a battery on one of the generation one cars the brand sold.

He says the Leaf is not alone in this situation. There are components on the current GT-R supercar Japan will not supply for import models.

Manley indicated there is no end to the absence of the Leaf from the New Zealand new market.

Nissan continue to look at options, but as he told *EVtalk* last year, the brand is not importing the Leaf for a "number

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Official Tesla launch confirmed

Tesla will officially launch in New Zealand this month - although the site of its dealership and service centre remain a mystery.

Customers and members of the EV community have been invited to an official launch at Shed 10 on Auckland's Queens Wharf on February 23. A number of early customers are taking delivery of their cars on the day.

There will be a drive experience for attendees and their guests. Media will be checking out the cars earlier in the day.

The dealership appears to be some time away - Tesla initially indicated that would not open till the second quarter.

"We have not announced a location for our store as yet, but have hired some staff for New Zealand and details about first deliveries will be soon," Tesla spokesperson **Heath Walker** told *EVtalk* late last month.

Cars went on sale online in November.

The Tesla App, which enables control and unlocking of the car, became fully available to New Zealand users this week as well - a sign of progress in its entry into the market. ■

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8/152 Quay Street, Limited.
P.O. Box 10 50 10,
Auckland City, 1030.
Ph. 09 309 2444.

GROUP EDITOR AUTO TRADE TITLES

Scott Morgan
021 240 2402
scott@automediagroup.co.nz



BUSINESS MANAGER

Rachel Hadfield
021 778 745
rachel@automediagroup.co.nz



PUBLISHER

Vern Whitehead
021 831 153
vern@automediagroup.co.nz



MANAGING EDITOR

Richard Edwards
021 556 655
richard@automediagroup.co.nz



OPERATIONS MANAGER

Deborah Baxter
027 530 5016
deborah@automediagroup.co.nz



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Govt criticised for lack of EVs in fleet

Less than 1% of the vehicles purchased for the government fleet between April and September were electric.

That equates to eight EVs out of the 2039 vehicles bought under the All of Government (AoG) contract, managed by the Ministry of Business, Innovation and Employment.

Labour transport spokesperson **Sue Moroney** says that contradicts transport minister **Simon Bridges**' drive to bring more EVs into the fleet.

"It is a wasted opportunity for the government to use its purchasing power to increase the viability of EVs in New Zealand," she says.



Sue Moroney



Simon Bridges

However, Bridges says 15 new EV models were approved under the contract in December, giving government departments significantly more choice.

"This rate of uptake reflects the limited number of electric vehicles available to government agencies until now, and the fact that some government fleet vehicles are specialised and electric vehicle equivalents are not currently available," Bridges says.

"With the new range of vehicles available, I expect that government agencies will start progressively adding electric vehicles to their fleet."

Drive Electric spokesperson Mark Gilbert says he is not surprised at the limited number of EVs in the government's fleet, given the current pricing of many models.

"It might take prices to move closer to \$50,000 than \$80,000 to turn the tap on."

He agrees the addition of 15 new models to the contract will help increase the overall number of EVs in the government fleet.

The total government fleet is approximately 24,000 vehicles. ■



ChargeNet partners with EVtalk

EVtalk is proud to welcome ChargeNet as the magazine's latest Foundation Sponsor.

ChargeNet is a nationwide electric vehicle fast charging network created to promote and accelerate the uptake of EVs in New Zealand.

ChargeNet chief executive Steve West says

his team are excited about joining forces with EVtalk.

"Our partnership with EVtalk makes perfect sense. It is a great way to help educate people about EVs and improve uptake around New Zealand."

The company has more than 40 charging stations around the country on its network, with the aim of

doubling that by the end of this year. ChargeNet also hopes to have 105 stations up-and-running on its network by the end of 2018.

Other key partners that work with ChargeNet to provide sites for its charging stations include Z Energy, The Warehouse and Food Stuffs New Zealand. ■

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Price competitive Ioniq EV will bust buyer anxiety

EV buyer anxiety will fall by the wayside once the range- and price-competitive Ioniq Electric is launched, Hyundai Motors New Zealand says.

It is introducing the Elantra-sized electric hatch at a market-competitive price of \$59,990, tens of thousands less than current EV offerings from BMW and Renault.

There is also a luxury version, the Ioniq Elite, priced from \$65,990.

The company is also offering a 10-year unlimited kilometre warranty on the Ioniq battery, which it says "removes all excuses".

More than three-quarters of its 23-strong New Zealand dealer network will retail the new Ioniq Electric.

Even though it's remaining tight-lipped about future sales volume, Hyundai says it's new 88kW/295Nm Ioniq Electric hatch with a 28kWh battery capacity is not just an urban vehicle, thanks to its usable range of 200km.

A 7.4kW wall charger will replenish the Ioniq Electric's battery from near-empty in four to five hours, or it can be fast-charged to 80% in 30 minutes by a 50kW DC rapid charger.

"It's not just a city-based electric vehicle, it's an

example of one that can go beyond the urban jungle," Hyundai national sales and marketing manager **Scott Billman** says.

At the same time, Hyundai is also launching a price-competitive petrol-electric Ioniq Hybrid at \$46,990 and a luxury specification Ioniq Elite Hybrid at \$52,990.

The Ioniq Hybrid uses a 77kW 1.6-litre Atkinson cycle four-cylinder petrol engine and six-speed dual-clutch transmission allied to a 32kW electric motor for its power delivery and fuel savings.

Hyundai is quoting a combined fuel consump-

tion for that model of 3.7L/100km.

A plug-in Ioniq Hybrid model will follow in the third quarter.

The Ioniq Electric hatch wears a fully enclosed front nose cone which gives it a different face to the more conventional-looking Ioniq Hybrid which has a slatted radiator grille.

Inside the cabin, the EV has copper-coloured trim accents, while the Hybrid has blue accents.

To make the point about dispelling range anxiety for the Ioniq Electric, the New Zealand distributor took

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motoring media on a 160km return drive around Lake Wakatipu from Queenstown to Kinloch.

All four of the Ioniq Electrics made the return journey from Kinloch to Frankton without running out of power, albeit one had less than 8km of range remaining.

Billman says the Ioniq Electric and Hybrid hatches represent a new era for the distributor but he can't confirm how many the company will sell.

"It's such a new product for us, we just simply don't know yet what the numbers will be."

However, Billman says there has been an unprecedented response to the Ioniq, with customers believing it's a conventional-looking car, mainly fit for purpose.

"I think we will predominately sell

the EV to fleets, while private buyers will prefer the Hybrid. I believe that we will see an even split of sales being 50% EV and Hybrid," he says.

"I think 70% of those sales will be to fleet purchasers, with private buyers making up the remaining 30%."

And Billman confirmed that Hyundai Motors New Zealand has received orders from the All of Government (AOG) contract through the Ministry of Business, Innovation and Employment for the Ioniq Electric ahead of its official launch.

"One of our first orders came from a local council for one vehicle which we are delivering in mid-March," he says.

"We have seen an appetite from the corporate sector to trial EVs in the fleet and New Zealand's renewable energy is helping the cause too.

"We now have the rubber on the road to show that EV is a viable alternative and we are taking orders.

"The AOG contract is reviewed each quarter and we are confident that Ioniq will pick up more business."

Billman says a financial incentive for electric vehicles from the Government would certainly help future sales too, but a price point under \$60,000 will gain people's attention.

First drive impressions

Auto Media Group briefly drove both the Ioniq Electric and Ioniq Hybrid in Queenstown and came away impressed with both the quality of the vehicles and their driving characteristics.

Both are quiet and comfortable open-road cruisers, with taut but occupant-friendly suspension systems, which provide excellent handling as well as a comfortable ride.

Even in the entry-level cars, the specification is generous and the seats are comfortable. Travelling four-up will not be an issue as the cabin offers excellent headroom and legroom for all occupants, as well as a decent-sized boot.

The Ioniq Electric is naturally the more silent running of the two vehicles due to its powertrain, but both had more than enough power to climb the steep inclines in and out of the Queenstown Lakes district and to overtake slower cars on passing lanes.

A full test drive report of the Ioniq range will follow shortly. ■

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"The New Zealand market has (quite justifiably) a high level of expectation with regard to specifications, pricing and safety rating for new vehicles," the company says on its website. "Unfortunately, we are unable to source a model that complies with all of the criteria and as such no longer have Nissan Leafs available for sale in New Zealand."

He says they are considering the

Note E-Power, but with massive demand in Japan for the car currently there is unlikely to be stock available for export.

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City Nissan Takapuna, Auckland
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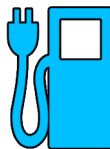
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Major dealer employs EV sales specialist

Learning about electric vehicles (EVs) has been a "steep learning curve" for **Andrew Dudley**.

Genuine Vehicle Import's (GVI) EV specialist says he is a convert to the technology after taking on the role four months ago.

"I was all about the combustion engine. Now I'm immersed in the EV culture and technology."

He is predicting 2017 will be the "Year of the EV" as charging infrastructure continues to be built and people become more concerned about driving a car that is environmentally-friendly.

Dudley's prediction is certainly proving to be true so far.

January has been his

most successful month, breaking double digits for EVs sold for the first time during his tenure at the company.

The most popular model he has sold since starting at GVI is the Nissan Leaf because of its reliability, with BMWs and Mercedes-Benz some of the other brands in stock.

And he is proud to admit to driving a Leaf to and from work, which is a fantastically smooth ride.

"Electric cars are not wind-up toys. The battery sits quite low, so they are not affected in a gust of wind."

Not only is the Leaf great during the crawl to work, it also performs well on the

race track as Dudley discovered at Hampton Downs, pushing it to its limits.

"I put it through its paces. It shows the potential of an EV in a controlled environment."

More to learn

Despite his impressive success in the EV sector, Dudley says he is a long way from being an expert.

"I'm still researching. That will not stop.

"Basically I have been going cross-eyed looking at a screen for much longer than is healthy."

Research also involves travel, with a trip to the UK last year opening Dudley's eyes up to some of the other EV models on the market.

That includes the Nissan Tekna, which GVI has since imported.

Another trend he has noticed is most people buy EVs as a second car.

"They've taken that first step. They can see EVs are good for the environment and good for the country."

In terms of bigger EV cars, Dudley says they are still developing.

"A Nissan e-NV200 is a good option for the EV purists, while a hybrid version of the Mitsubishi Outlander is another solid choice."

Safety first

Dudley says GVI does its best to make sure customers are educated about the

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fundamentals before buying an EV.

That includes a free assessment for anyone who buys an EV to make sure charging at home is safe.

Particularly in older homes with ageing switchboards, upgrades can cost from \$300, he says.

"As a retailer, we have to

make sure customers are aware of the safety requirements needed for home charging.

"What they save in fuel the first month often pays for the electricity upgrade."

EV servicing and repairs are also offered by GVI in case customers have any problems, Dudley says.

Specialist field

GVI general manager **Hayden Johnston** says the company's used EV sales, which have been developing for more than two years, have grown strongly since Dudley took over.

Selling used EVs requires a particular set of skills, which Dudley has developed very quickly, Johnston says.

"Selling EVs is like selling new cars. You've got to spend time with people because they have lots of questions.

"They want to confirm what they have learned. If they don't have confidence in the person selling, the people won't buy the vehicle." ■



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Haval is set to launch in New Zealand shortly, showing a plug-in hybrid SUV concept at the show.



Qiantu Motors has yet to sell a car but showed off its very impressive K50 electric sports car. Constructed on an aluminium space frame, the vehicle features dual motors like Tesla's cars.



China's electric push

Forget the USA with its prominent Tesla brand, the world's biggest market for electric vehicles is China.

In 2016 it overtook Europe as the largest user of electric vehicles. 645,000 plug-in vehicles have sold in the large nation since 2010 – 30,000 more than the EU and 70,000 more than the USA.

On top of that, there are another 200,000 commercial plug-in vehicles – including very prominent EV buses in the capital, Beijing.

EVTalk was in China with the assistance of Auckland-based businessman Albert Liu, who is working to promote the sector and assist brands looking at the New Zealand export market. His

most advanced discussions have been with Long River, a manufacturer already looking at sending both a bus and small car (pictured) to New Zealand.

The primary focus of the trip was to attend 'IEEV' – the China International Exhibition on Green and Energy-Efficient Vehicles. This week-long show covers everything plug-in in China, from micro cars to heavy truck chassis.

Interestingly, few of the dozens of electric vehicles on show were bespoke. They are mostly conversions of mainstream models

– such as the BAIC midsize electric sedans in which we were ferried to the event each day.

There is a push on for such cars to be used as taxis in the smog-choked

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LDV is planning to launch its v80 based electric vans here this year, with a real-world range of around 180km. Also on show was the electric version of its G10 van.

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Highlights? A chance to see the LDV electric vans set for arrival in New Zealand, and a China-only version of the BMW X1. The car has a longer wheel-base than New Zealand-sold models and a plug-in range of over 50km. China's EV incentives don't kick in until this range, so plug-in hybrids carry larger batteries than in other markets.

China is at a crossroads when it comes to EV sales. Subsidies currently reach as high as NZ\$11,500 on some new vehicles, but they are gradually reducing down to the end of the government's current plan in 2020.

Between now and then the Chinese market has to make a case for its vehicles on their own merits. Much of the sentiment we picked up on is – for now – they are too busy fighting their battles to consider small markets like ours. ■



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The Roewe RX5 plug-in hybrid is more famous for its operating system – software developed in conjunction with e-commerce giant Alibaba that allows the car to control a following drone.



The Nissan Leaf is available in China, but built and named by business partner Venecia as the e30.



BIAC sells a range of its conventional vehicles with electric drivetrain options, including this version targeted at the taxi industry.



Changan has been building electric vehicles since 2007 and had a range of small cars and light commercials on offer.

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Buses were a huge feature of the show, and are operating in large numbers on Beijing's streets.



Long River is likely to bring its large vans, minibuses and small electric cars to New Zealand at some time in the future.

Welcome standards for EV charging

With the number of EVs in New Zealand steadily on the rise, the New Zealand Government is stepping up to offer standards and structure for the safe and efficient charging of EVs, through several of its departments and agencies.

The most recent announcements cover both the charging equipment provided with the vehicle and the development of new charging sites around New Zealand. Representatives from local bodies, government agencies and the electrical and motor

vehicle industries have been included in the advisory group, to ensure the ongoing development of practical, balanced guidelines.

Cables supplied with EVs

In a joint update in December 2016, NZTA and Worksafe issued a general advisory notice on the safe supply of EV charging equipment. As outlined in their official announcement, it is important that EV charging equipment, such as charging supply cables, is suitable for use in New Zealand.

Legally, suppliers must be able to provide the EV owner with certification that equipment has been tested and is suitable for use with New Zealand's electricity infrastructure.

If a seller suspects that cables supplied with an electric vehicle may have been modified or had adaptors added to make them work in New Zealand, especially if sourced from a third party, it is advised that these are checked by a qualified electrician to ensure they are safe.

The cable must comply with NZS3000, the marking should be 230 volts 50Hz, and the plug should be one commonly used in New Zealand. **Adaptors must not be used to connect the cable to the electricity supply.**

Charging at home

"Worksafe New Zealand has a number of plug options that are acceptable under the electrical wiring regulations, including the common caravan plug" says IMVIA technical manager **Malcolm Yorston**. "However, they would prefer to see a 20 amp outlet and plug, as it provides a good safety buffer."

A trend that has caused some concern is the practice of filing down the terminals on 15 amp plugs to fit into 10 amp household power-points. The dangers associated with this are significant; 10 amp supply components can fail due to overheating, with catastrophic results including house fires.

The outlet pictured meets the requirements of the electrical wiring regulations, and is the preferred style as a private charging outlet. It is 20 amp and meets the New Zealand standards, and is mooted to become a standard fitting in new residential builds in order to meet EV charging needs in the future.

Some important points to note:

- These outlets must be hard-wired back to the switchboard by a registered electrician, in compliance with electrical wiring regulations.
- The charging cord plug should be a side entry, to reduce the bending and twisting of the cable and subsequent damage that could lead to overheating of the cable.

Public charging facilities

As part of the push to encourage a larger scale uptake of EVs, the Government has issued guidelines for private investors and local authorities in setting up public charging stations.

Whilst there are a number of different connection types already in the New Zealand EV

market, the Government has recommended that charging stations be equipped with the following charging connection points as standard:

- CHAdeMo (standard on most Japanese EVs) and EU DC CSS Combo TYPE 2 (both tethered cable) for DC charging; and
- TYPE 2 or Mennekes AC socket outlet for AC charging stations.

Once again, these have been issued following consultation with an extended advisory group. These have been chosen as the standards to reduce costs involved with a proliferation of varying products, and ensure that there is commonality throughout the country's EV public charging infrastructure using standards-compliant componentry. ■



Malcolm Yorston





EV sales plummet in Australia

The popularity of new electric vehicles (EV) and hybrids among Australian buyers has taken a hit year-on-year, new VFACTS figures reveal.

In the private passenger car segment, there were drops in both electric vehicle and hybrid sales in 2016 compared to the previous year.

There were 65 EVs sold in this segment last year compared to 220 EVs sold in 2015 – a 69% drop.

Hybrid vehicles saw a more gradual decline of 4%, with 2588 sales in 2016, down on the 2697 sold in 2015.

In the non-private passenger car segment, sales dipped from 145 EVs in 2015 down to 101 in 2016 – a 30% drop year-on-year.

Sales of EVs in the private SUV segment dropped a massive 92%, with just seven vehicles sold in 2016 compared with 92 in 2015.

Hybrid SUV sales in this segment also dipped 21%, from 1152 in 2015 to 840 in 2016.

A huge drop in electric SUVs was recorded in the non-private segment, with just 42 vehicles sold in 2016, compared with 661 in 2015 – a surprising decrease of 93%.

However, on a positive note, hybrid SUVs and passenger cars both recorded increases in the non-private segment.

Hybrid SUVs in the non-private segment saw a rise of 25%, with 1148 sold in 2016 compared to 914 in 2015.

And hybrid passenger car sales in-

creased 9% in the non-private segment, with 8049 vehicles sold in 2016, compared to 7375 in the previous year.

Why are sales dropping?

Australia's slow uptake of EVs has been linked to consumer preferences, the low price of oil and a lack of infrastructure. But for the average family, a major factor continues to be price.

Three major manufacturers produc-



ing EVs on the Australian market include Nissan which prices its EVs at around \$55,000, BMW at about \$70,000 and Tesla from \$130,000.

However, the newest Tesla Model 3, due for release by the end of this year, is touted to be more affordable at approximately \$47,500.

With EV sales dropping off, Nissan and Mitsubishi have stopped stocking electric hatchbacks, the Nissan Leaf and Mitsubishi iMiev, because the companies struggled to move them even after slashing prices.

The first electric car sold in Australia,

the Mitsubishi iMiev, is no longer in showrooms.

Additionally, the Nissan Leaf is now available via special order only, as sales slow to a trickle.

Hybrids, using a mixture of petrol and electricity, have proven more popular, particularly in the business world.

A good example is the Toyota Camry Hybrid, which has become a popular model for taxi fleets because they are easy to run in stop-start traffic.

In sharp contrast, more than 363,000 diesel vehicles were sold in Australia last year, an increase of 8.6%.

Petrol-powered cars, however, still dominate the market, with more than 768,000 sold last year.

Government mulls new fuel, emissions regulations

Car buyers will be exposed to new debate about fuel this year as the Federal Government considers whether or not Australia's fuel quality should be brought up to the same standards as other developed countries.

The government wants to mandate cleaner cars but the car industry says it can't introduce its latest clean tailpipe technology on Australia's low quality fuel.

Regular unleaded sold in Australia is allowed to contain 150 parts per million of sulphur but fuel in the US, Japan and Europe must not exceed 10 parts per million of sulphur.

The petrol lobby says it can improve the quality of Australia's fuel but that will come at a cost to the driver. ■

Reflecting on a great year for electric vehicles

Since May 2016, the Ministry of Transport has been leading the Government's Electric Vehicle (EV) programme to address the barriers to electric vehicles uptake – including range anxiety, a relatively high purchase price, misinformation, and the limited variety of EV models on the market.

Fortunately, we are not tackling these barriers alone. There are a number of central government agencies, local government organisations, businesses and community groups collaborating to effectively promote the uptake of EVs in New Zealand. This is reflected in the representation of the Electric Vehicles Leadership Group, a group of industry leaders that come together regularly to get an update on progress and share their views on the electric vehicle market.

In 2016 the number of EVs registered in New Zealand more than doubled to almost 2500. This is a great result. We began the year with around 1000 registrations. A combination of increased supply and variety of new and used EVs, and increased demand through information, community outreach and EV driving experiences contributed to this achievement.

The Energy Efficiency and Conservation Authority (EECA) continue to 'fly the flag' for EVs by managing the information campaign which aims to promote EVs and overcome information barriers. EECA is promoting EVs

via a TV ad which launched in October and a new web portal (www.electricvehicles.govt.nz). EECA are also working in partnership with the NZ EV owner community, via Leading the Charge, to get local EV owners talking



to as many New Zealanders as possible and getting people behind the wheel of an EV.

Dealers are playing their part too, with more joining the EV party – I've heard that some provide EVs as loan vehicles when a customer is having their regular vehicle serviced. This is a great way to introduce New Zealanders to the EV driving experience, as are events led by organisations such as the Better

NZ Trust with its 'Leading the Charge' EV road trip (the next one is scheduled for April 2017). In Christchurch alone, Evolocity provided 400 motorists with EV test drives at its November 2016 event.

EECA also manages the Low Emission Vehicles Contestable Fund, which provides funding for innovative projects that contribute to EV uptake. There was extremely high interest in the fund with more than 80 applicants seeking a total of \$27 million; up to \$4 million was available in round one.

Meanwhile, the Ministry of Business, Innovation and Employment has made EV procurement more attractive for business and government vehicle fleets, and new legislation sees the road user charges exemption for light EVs extended until the end of 2021. The Government has also announced that, from July 1 2017, EV owners will pay reduced ACC levies through their motor vehicle registration.

To prepare industry for the expected increase in EVs, the NZ Transport Agency has released guidance for public charging infrastructure. It makes recommenda-

tions for a public charging network that will best meet the long-term needs of EV drivers in New Zealand. This is happening as more charging stations are beginning to pop up around the country, through the combined effort of private businesses and local authorities. More information is being provided about these charging stations through a range of different mobile applications.

There is still much to do in 2017. A Bill before Parliament will, amongst other things, allow road controlling authorities to make bylaws allowing electric vehicles to use special vehicle lanes, and exempt heavy EVs from road user charges. EECA's information campaign will continue, and the second round of the Low Emission Vehicles contestable fund will open in mid-late February.

I'm excited about the progress already made to encourage EV uptake in New Zealand, and am looking forward to more success in 2017.

If you haven't already, I encourage you to check out www.electricvehicles.govt.nz for information about EVs. It will continue to take many parties working together to achieve the significant uptake of EVs in New Zealand.



Peter Mersi is chair of the EV Leadership Group and has been chief executive at the Ministry of Transport and secretary for transport since 18 July 2016. He was previously chief executive of Land Information New Zealand (LINZ).



Nelson mayor Rachel Reese and Network Tasman chief executive Oliver Kearney at the new EV charging site in central Nelson.

Coromandel accessible to EVs

Most of the Coromandel will be easily accessible to electric cars, with the announcement that three more fast charging stations for EVs are to be installed in Tairua, Whitianga and Coromandel Town.

Together with the existing fast charger in Thames, the network will form the Coromandel EV scenic touring route.

The scenic network was made possible by a grant from the government's Low Emission Vehicles Contestable Fund.

The fund, administered by the Energy Efficiency and Conservation Authority, is providing \$175,000 to the project - half its cost. Powerco, Charge Net NZ and the Thames and Coromandel District Council are meeting

the other 50%.

Once the contracts are finalised, the timeline for the installation will be known.

EV owners will be able to drive completely around the Coromandel knowing a fast, reliable re-charge is available nearby. This will eliminate "range anxiety" - the fear that an electric car's battery might run out before you can recharge - for EV drivers touring the Coromandel. EVs typically have a range of 120-140km.

Charge Net NZ is creating a network of electric vehicle fast charging stations across New Zealand, and with Powerco were behind the fast charger that opened in Thames in September 2016.

With fast chargers already in Auckland, Hamilton and Tauranga, and others

planned for Pukekohe and elsewhere in the Waikato, the Coromandel will be well within range of much of the EV-driving population of New Zealand.

Two new charging stations for Tasman

The Tasman region is celebrating the installation of two new electric vehicle (EV) charging stations.

Electricity distributor Network Tasman has built a charging station in Nelson in the Millers Acre carpark adjacent to the Nelson iSite.

And another station has been opened on the iSite in Takaka.

"We've noticed a great deal of interest in the EV stations we're installing," Network Tasman chief executive Oliver Kearney says.

"Feedback from current EV owners in the Nelson Tasman area has been very positive and of course new infrastructure like this will encourage EV owners in other parts of the country to bring their vehicles to the region."

The company's new ABB Terra 53 units are the same as those being installed by Vector in Auckland and WEL Networks in Hamilton.

"The ABB Terra 53 fast-chargers can fully charge an electric vehicle's battery in around 20 minutes," Kearney says.

Network Tasman has added EVs to its own vehicle fleet, with the company also looking at further charging sites depending on demand.





December 8

New breakthrough could see EVs powered up in seconds

A team of researchers has developed what it says is a new technology that could replace batteries in electric vehicles (EVs) with very high energy density supercapacitors.

The contact-lens based technology could solve some of the biggest challenges facing EVs by letting them recharge in seconds.

Research by the University of Surrey, Augmented Optics and the University of Bristol unearthed materials with a potential capacity between 1000 and 10,000 times greater than existing supercapacitors, which are the current common alternative to conventional batteries.

From steam ship to electric bike

Queenstown tourists are getting the chance to experience a mixture of old and new transport options.

Tourism operator Real Journeys' latest attraction sees visitors take a trip on the 104-year old TSS Earnslaw steamship, before switching to the Ubco electric trail bike.

The New Zealand-designed bike has a lightweight frame and powerful, near silent motor in each wheel and is used at an off-road adventure at Walter Peak.

Commercial director **Tony McQuilkin** says he chose the bikes for several reasons.

"These bikes are the way of the future –there's no noise, no internal combustion engine, no petrol tank, muffler, chain or clutch."

Kreisel Electric doubles battery power in European EVs

Austrian start-up Kreisel Electric has fitted several prominent European EVs with its own battery pack, significantly increasing the vehicles' range.

The three Kreisel brothers managed to double the energy density of every car they retrofitted, including a Porsche Panamera, a Skoda Yeti and a Mercedes-Benz Sprinter, electrek.com reported.

Its latest battery for the VW e-Golf, could make it to production, although it is unclear if the company has a partnership with VW or it would be produced as an aftermarket product.

December 9

Daimler to spend billions on EVs

Daimler has announced plans to invest billions in a move into the EV market – with 10 vehicles planned to be released by 2025.

Head of research and development at Daimler, Thomas Weber, has announced that the company will be moving forward with its plans for substantial investment into electric vehicles – with up to €10 billion (NZD\$14.8 billion) in total investment.

"By 2025 we want to develop 10 EVs based on the same architecture. For this push we want to invest up to €10 billion," says Weber.

ACC rates cut for EVs as PHEVs rescued from loophole

The rate Accident Compensation

Corporation levies are charged at are set to drop, from \$86.50 a year to just \$18 dollars.

The move is aimed at encouraging their uptake, and also takes care of a loophole in the law that has seen plug-in hybrid electric vehicles (PHEV) pay more.

PHEVs have been billed as 'non-petrol vehicles', meaning they paid more than their conventional counterparts.

December 12

EV charging stations coming to shopping centres

The Scentre Group and BMW Group Australia will join forces to install 40 new electric vehicle (EV) charging stations at 10 Westfield shopping centres across New South Wales, Queensland and Victoria.

By March 2017, EV drivers will be able to access four charging stations per centre at Westfield Bondi Junction, Chatswood, Miranda, Sydney, Warringah Mall, Carindale, Chermside, Doncaster and Southland.

The charging stations can be used by any EV free of charge.

Tesla opens 200th charging location in Australia

Tesla has opened its 200th destination charging network site in South Australia's McLaren Vale.

The charging station comes as Tesla hits another key anniversary – two years since the first deliveries of Model S into Australia.

Destination charging stations use the same unit as the wall connector used at home and charge at a rate of 40km every hour on 32amp or up to 81km per hour with a 3 phase.

December 13

Infrastructure company invests in EVs and hybrids

The Gisborne-based Eastland Group has committed to using more environmentally friendly vehicles, with 75% of its non-commercial fleet set to be electric by 2019.

Chief executive Matt Todd says the company already owns five electric or hybrid vehicles, has three more EVs on order and will significantly increase that as a part of its fleet replacement programme.

"We'll look at the business need and see if we can find an electric vehicle to suit. If more range is required, we will buy a hybrid fuel/electric vehicle."

New hybrid car sharing service launches with impressive support

Electric-hybrid car sharing service Mevo is partnering with several high profile organisations as part of its New Zealand launch.

Audi, Meridian, Trade Me Insurance and Wellington City Council are all supporting Wellington-based Mevo during its entry into the market.

Mevo founder and chief executive **Erik Zydervelt** says the company is thrilled it can offer customers the chance to drive one of three Audi A3 Sportback e-trons.

Tesla reaches out-of-court settlement with customers who complained about car's performance.

Tesla has agreed to pay 126 unsatisfied Norwegian car owners in an out-of-court settlement for a case that had been scheduled to begin on Monday.

The disgruntled customers, who will be paid 65,000 kroner (NZ\$10,700) each, had claimed that their electric cars' performance did not live up to the carmaker's advertising. They said that their Model S P85D cars, which were marketed as having an "insane mode" of acceleration, were not as fast as promised.

The models, which were supposed to be able to reach 700 horsepower, reached only

469 hp, the car owners argued in the lawsuit.

EV uptake rises 1000% since 2010

Electric vehicles (EVs) could make up 15% to 35% of total new vehicle sales globally in 2040, according to financial services company IHS Markit.

While electric vehicles constitute a small percentage of the world's vehicle sales and are just 1% of the on-road fleet today, sales in 2016 are up more than 1000% since 2010.

That's a trend IHS Markit expects to continue with the potential to make EVs more than one third of the new vehicle sales in 2040.

December 14

EECA gets new chief executive

The Energy Efficiency and Conservation Authority (EECA) is getting a new boss, but not the replacement it announced in October.

Current EECA chief executive Mike Underhill previously announced his retirement and was to be succeeded by James Hay.

However, Andrew Caseley will now take up the role, with Hay dropping out due to personal circumstances.

December 15

Hyundai Ioniq EV will retail under \$60k from March '17

Hyundai New Zealand says its Ioniq EV hatch will be in local dealerships for sale in March 2017.

National sales manager Scott Billman confirmed this afternoon that the New Zealand distributor will launch the Ioniq EV and Ioniq Hybrid to media and dealers in early February 2017 in Queens-town.

Hyundai Ioniq EV hatches will be on sale in Kiwi dealerships from March 2017.

December 16

University of Canterbury motorsport students make history

Enterprising students from the University of Canterbury have tasted success at an international motorsport competition.

The University of Canterbury Motorsport team won the student-run Australasian Formula SAE competition in Melbourne with an electric race car, in a first for the competition.

More than 30 teams from around the world design, construct and race a single-seat race car to take part in the event.

Electric buses recharge in 15 seconds

Geneva will add a dozen electric buses to its municipal service after awarding a contract to Switzerland-based ABB to set up a so-called "flash-charging" network.

The buses will be used for a route that connects Geneva's airport with a new suburb called Praille-Acacias-Vernet, which will have about 11,000 residential units as well as offices housing about 11,000 workers.

The line is estimated to serve more than 10,000 passengers a day, and will include 13 "flash-charging" stations.

First EV fast charger opens at a South Island supermarket

The first electric vehicle (EV) fast charger to be installed at any South Island supermarket opened today at New World Northwood in Christchurch. The charging station has been installed in a partnership between Orion, Foodstuffs South Island and ChargeNet NZ.

In other countries, like the US, EV charging at supermarkets and shopping malls is commonplace. This first charger at a South Island supermarket is being used by

Foodstuffs as a trial before considering the rollout of charging stations at other New World, PAK'nSAVE and Four Square locations in the South Island.

"We're always looking for ways to improve our customers' overall shopping experience, and save them time too, and letting EV drivers come to New World Northwood to charge up their vehicle while they're shopping achieves both," says **Steve Anderson**, CEO of Foodstuffs South Island.

December 19

Nissan, Renault and Mitsubishi to merge EV platform

Nissan, Renault and Mitsubishi will join forces around their electric vehicle platforms in order to cut costs.

To make the changes, the Nissan Leaf will be used as a base for products in the future," The Nikkei newspaper reports.

"The three carmakers will share key components such as the motor, inverter and battery, a move that would lower the Nissan Leaf's price by about a fifth," the paper says.

December 21

EV charging app goes nationwide

Electric vehicle (EV) drivers can find public charging stations across New Zealand on Vector's updated app.

It gives directions and charging information.

Vector chief executive **Simon Mackenzie** says there are currently 126 charging locations on the app, from Kawakawa to Invercargill.

"As more EV chargers pop up around the country, there's a real appetite to get all their details in one accessible place. So we've invited other EV charging operators on-board to make it happen," says Mackenzie.

EV chargers open in Akaroa

Two new electric vehicle (EV) charging stations have opened in Akaroa.

These chargers, along with the recently installed chargers in Little River, will make the scenic trip to and from Akaroa a relaxed one, free of range anxiety.

Orion, the electricity network company, and Christchurch City Council installed the chargers as part of a network of EV charging stations being rolled out across Christchurch and central Canterbury.

December 22

Vector forced to put in time restrictions at charging site

Some electric vehicle drivers could be towed after parking in charging spots at Vector's Gillies Ave site for hours at a time.

The inconsiderate behaviour has forced the company to change its policy, introducing restrictions of 60 minutes at rapid chargers and two hours for standard chargers next year.

Towing the offending vehicles is an option once the policy is introduced, a Vector spokesperson says

December 24

Cost of EVs will soon be no more than conventional cars

It won't be long before the purchase costs of conventional cars and hybrid and electric models will be the same, according to a top Nissan executive.

The forecast came from Daniele Schillaci, Nissan's global head of marketing and sales, reports Stuff.

Schillaci says Nissan is working hard on a number of developments including fuel cells, biofuels, hybrids, electric vehicles, and autonomous driving.

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January 4

Ford fast-tracks EV strategy

Ford Motors has revealed seven out of 13 new electric vehicles (EV), including hybrid versions of the F-150 pickup and Mustang, along with a fully electric SUV and a plug-in hybrid Transit Custom van.

The carmaker hope its EV plans will make its most popular vehicles "more capable, productive and fun to drive," and that EVs will exceed gasoline-powered vehicles within the next 15 years.

Included in the seven new vehicles revealed were two new electrified police cars and a high-volume autonomous ride hailing vehicle, which will launch in North America in 2021.

January 9

Electric cars to get motorway priority

Electric cars could use priority lanes on Auckland motorways as part of a trial proposed by the New Zealand Transport Agency.

The cars, including hybrids, would also be able to access other restricted roads, like bus lanes, Radio New Zealand reports.

The trial would take place over two weeks in March, on six T2 and truck lanes that bypass on-ramp traffic lights. A sticker would identify the cars during the trial.

January 10

Volkswagen Kombi goes electric

The Volkswagen Kombi Microbus has been given a new lease of life as an electric vehicle.

Dubbed the I.D. Buzz, it debuted at the North American International Motor Show this week.

The new Kombi seats eight, has autonomous driv-

ing technology, an impressive 430km range and a luggage area in its nose. For those that want to take the wheel, the van can be driven normally. Or if the passengers want to sit back and relax, there is the option of I.D. Pilot autonomous driving mode.

January 16

Tesla reveals Supercharger network pricing details

Tesla, which will launch in New Zealand early this year, has revealed that there will be a small extra price to pay for customers who decide to buy a one of its new cars after January 15 2017.

The end of the unlimited free access to Tesla's Supercharger network was announced back in November, but the company gave potential customers a two-week extension to close their orders.

Tesla Model S and Model X cars ordered after January 15, 2017 will receive 400 kWh (kilowatt-hour) of free Supercharging credits annually on the anniversary of their delivery.

January 16

Car electrification is an irreversible trend

Electric cars will pick up critical momentum in 2017, many in the auto industry believe – just not in North America.

Tighter emissions rules in China and Europe leave global carmakers and some consumers with little choice but to embrace plug-in vehicles, fuelling an investment surge, say industry executives gathered in Detroit for the city's annual auto show.

"Car electrification is an irreversible trend," says Jacques Aschenbroich, chief executive

of auto supplier Valeo, which has expanded sales by 50% in five years with a focus on electric, hybrid, connected and self-driving cars.

January 18

EV wins North American 'Car of the Year'

The 2017 Chevrolet Bolt has captured the coveted 2017 North American Car Of The Year award.

This marks the first time ever that an all-electric car has captured this industry award, and its adds to the Bolt's growing showcase, which includes Motor Trend Car of the Year, Green Car Journal Green Car of the Year, Car & Driver 10 Best, and so on.

The other contenders for NACOTY in the Bolt's (car) category were the Genesis G90 and Volvo S90.

January 19

\$3.5 million to get more EVs on the road

About \$3.5 million has been allocated to 15 projects that will help promote electric vehicle (EV) uptake in New Zealand.

The money, from the Low Emission Vehicles Contestable Fund, aims to help the government meet its target of getting 64,000 EVs on the road by 2021, energy and resources minister Judith Collins says.

"The funding will provide up to 50% of funding for projects that will demonstrate and showcase low emission vehicle technologies in high-profile, visible ways that will help to normalise these technologies."

January 20

Foodstuffs trialling electric Nissan delivery vans

A trial of Nissan e-NV 200

electric delivery vans by the Foodstuffs grocery co-operative at New World and PAK'nSAVE supermarkets in 2017 is receiving funding support from the Energy Efficiency and Conservation Authority (EECA).

Foodstuff is importing 28 Nissan e-NV 200 vehicles during 2017 from the European factory. Once fully charged the e-NV 200 is capable of travelling up to 150 kilometres at a time without generating either noise or emissions.

January 23

EECA funding Auckland electric bus trial

Auckland Transport (AT) has won funding for a trial of electric buses and related infrastructure from the EECA low emission vehicles contestable fund.

EECA is awarding AT up to \$500,000 to partially fund an electric bus trial starting later this year and nearly \$300,000 for electric vehicle charging infrastructure.

Funding will allow the installation of 60 EV charging stations at AT parking facilities around Auckland.

January 24

Two new charging stations for Nelson

The Tasman region is celebrating the installation of two new electric vehicle (EV) charging stations.

Electricity distributor Network Tasman has built a charging station in Nelson in the Millers Acre carpark adjacent to the Nelson iSite.

And another station will be opened on Thursday next to the iSite in Takaka. ■

Government offers guidance around new EV charging stations

Official guidance for those wanting to build electric vehicle (EV) charging stations has been released by the government.

Transport minister **Simon Bridges** says the guidance is timely, with the New Zealand's EV fleet reaching more than 2500.

"This guidance is an im-

portant step towards developing a safe and consistent nationwide charging network that EV drivers can depend on," Bridges says.

"It not only marks an important milestone in the government's EV programme, but will help reassure drivers that EVs are the way of the future and here to stay."

Most charging will continue to take place at home or the workplace, but reliable public charging infrastructure is needed for drivers taking longer trips, Bridges says.

The guidelines will take into account fast-moving changes in technology and successes and failures in overseas markets, he says,

A government-industry

programme is in place to help reach 64,000 EVs in New Zealand by the end of 2021.

The guidance and information about the programme of work can be found at www.nzta.govt.nz/ev and www.electricvehicles.govt.nz ■

Leaf top of the tree as imports beat target

The Nissan Leaf confirmed itself as king of the electric vehicles last year, blitzing the rest of the market and helping it beat the Government's target of doubling the number of EVs each year.

A total of 629 Nissan Leaf vehicles were registered last year, making up the bulk of the 800 used import plug-in models.

The Renault Kangoo van was the most popular new electric vehicle in New Zealand last year, with 35 hitting fleets - including Air New Zealand's.

The most popular plug-in hybrid - in new or used form - was the Mitsubishi Outlander PHEV with 157 units.

Statistics confusion

EVtalk will have a full roundup of statistics available next month. We are working to establish a reli-



able source of electric and plug-in vehicle statistics, with different analyses by a range of parties.

According to the Ministry of Transport 83 new electric and plug-in hybrid vehicles were registered in January, including NZ Post's small Paxter vehicles. That was a gain of 336% year-on-year.

In the used market 123 were registered, a gain of 186%.

Ignoring the Paxters and parallel imports, the Motor Industry Association says 12 electric and 17 plug-in hybrid vehicles were registered during January.

The most popular officially sold electrics were the BMW i3, with nine registrations, and the Hyundai Ioniq, with three registrations.

In plug-in sales, the BMW 2-Series, Mercedes Benz GLE and Mitsubishi Outland-

er were all tied on three.

A total of 103 used import electric vehicles were registered - unfortunately plug-in hybrids cannot be entirely split from this figure.

The Nissan Leaf made up the vast majority, with 93 units sold. The Mitsubishi iMiev and Mitsubishi Outlander were the next most popular, with three units each. ■

100% Electric charge, 0% Inspection charge.

Nichibo and FastTrack are committed to making sustainable electric vehicles more affordable and accessible to all. To deliver on this commitment Nichibo and FastTrack will provide compliance inspections on all Battery Electric Vehicles supplied through their channels from August 1, 2016 and August 1, 2018 **Free of Charge***

*Contact your local Nichibo representative for more information.

