



The New Nissan Leaf will be released on September 5

## Nissan turns over an all-new Leaf

The 2018 Nissan Leaf will be unveiled on September 5 but don't expect it here until some months later.

The Japanese automaker has confirmed the overseas release of the updated Leaf, although just when it will be in New Zealand hasn't yet been decided.

**"We'd love to see it here," Nissan New Zealand managing director John Manley says.**

"But that's an overseas release and we've yet to have a conversation



John Manley

with Japan."

The new Leaf could be in New Zealand about three months after the launch, says **Henry Schmidt** of Autolink Cars in Grey Lynn, Auckland.

**A specialist in the growing EV trade, Schmidt expects some imported used 2018 Leafs might be available around December or early next year.**

Nichibo Japan Trading marketing manager **Steve Vermeulen** says once some volume of the new cars is available to draw on, the company will assess the car's suitability for the market here.

"We have to ensure it is compatible with our legislation."

He declined to speculate on the timing.

The all-electric vehicle features the biggest update since its launch in 2010.

Nissan has been teasing the vehicles with a few images leading up to the of-

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## First Tesla Model 3 gifted to Elon Musk

The first Tesla Model 3 electric vehicle in production has been gifted as a 46th birthday present to Tesla chief executive officer **Elon Musk**.

Tesla board member **Ira Ehrenpreis** was the first to put down his deposit for the first production vehicle but gave the rights to Musk whose birthday was on June 28.

Musk posted photos of the black car on Twitter early this month.

**The colour is one of the few things customers can choose for their new Model 3. Other options are being limited to make production easier, some media report.**

Musk didn't give much detail about the first production release.

The first 30 American customers are expected to receive their cars at a party in the US on July 28, with production forecast to reach 10,000 in August, 15,000 in September, continuing to climb to a monthly build rate of 20,000 by December.

Kiwi Model 3 reservation holders could be waiting for delivery until 2019, *Electrek* reports. It says almost all of the 2017 Model 3s are expected to go to California.

**The first models are expected to have a starting price around US\$35,000 (about NZ\$48,000), the same starting price as a BMW 320i in that market. EVTalk understands the New Zealand pricing will also target the same level as the German car, placing it in the mid to high \$60,000 range. Options will quickly raise this price.**

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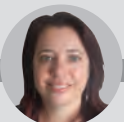
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DRIVE  
ELECTRIC

# Your EV runs out of power on the road – who you gonna call?

**W**ill the AA rescue you if your electric car runs flat? Yes is the short answer.

**Any New Zealand Automobile Association (AA) member with an electric vehicle (EV) that runs out of charge on the road can be assured of help.**

A standard member would be attended by AA Roadservice and the EV towed to the nearest charging point, assuming the distance isn't too great, spokesman **Liam Baldwin** says.

AA Plus members can request a tow virtually anywhere, regardless of the distance to home or location of choice.

**"Running out of charge on the road is the same as running out of fuel," Baldwin says.**



Liam Baldwin

"This does happen but people with EVs are likely to be hyper-aware of their range and plan their trips accordingly."

What about the AA carrying a charging device?

Portable devices could be carried by the AA to provide some relatively rapid charge, Baldwin says.

**"The AA is monitoring the market and will consider options if the need arises."**

Technology is developing rapidly so the AA is looking forward to seeing what options become available that could work well for EV-owning members, he says.

The AA does have a mobile service where a battery can be replaced on the spot but it wouldn't apply to EVs.

"The AA battery services relates to the batteries required to start internal combustion engines and also the batteries

in vehicles with stop-start technology," Baldwin says.

"Any problems with those and, in most areas, we can sort you out even with more modern vehicles that require batteries to be 'registered' to the vehicle."

**Another AA service that might not be relevant to EV owners is its Smart-fuel discount at the fuel pump.**

But all other member benefits apply, including those not directly related to motoring, Baldwin says.

"How we look after members with EVs is definitely on the radar. As they become more prevalent on our roads we'll be looking at what the best options are to assist them."

**Baldwin says it's early days in terms of EV penetration in the New Zealand fleet and no major issues specific to EVs have really presented themselves.**

"Obviously this could change so we'll continue to stay plugged in to that sector's growth." ■

# Win an electric scooter with EVTalk

**H**ave you ever imagined yourself zipping around on an electric scooter?

**Then head along to EVTalk's stand at the evworld event, Vodafone Events Centre in Manukau from September 8-9 and go in the draw to win one!**

All you have to do is subscribe to EVTalk and you could go in the draw to win the Inokim Quick 3 Hero scooter with a Livall LED helmet, worth \$2200 all up.

One free online subscription to EVtalk equals one entry, while an annual

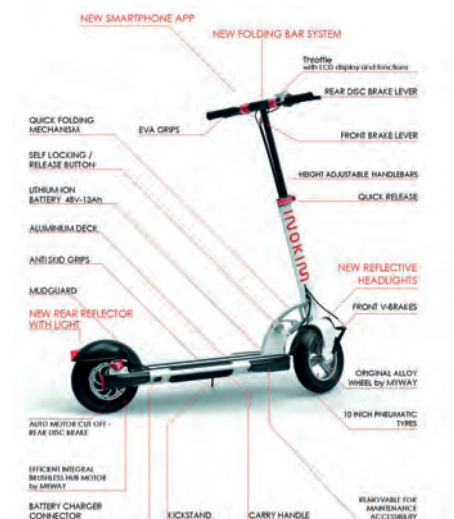
paid subscription earns you five entries.

The scooter has been kindly supplied by the team at Scoozzi, who are the New Zealand distributor for Inokim and can be found at <http://scoozzi.nz/wordpress/>

The scooter weighs 16 kg, has a top speed of 28kmh and range of 35km.

**It also features a built-in Bluetooth speaker so you enjoy your music without headphones and a built-in microphone so you make and receive calls on the go.**

Go to [www.conferenz.co.nz/events/evworld-nz](http://www.conferenz.co.nz/events/evworld-nz) for more information on



the event. ■





# Trade day a must for EV curious businesses

**B**usiness leaders will get the chance to evaluate the benefits of electric vehicles at ewworld's trade day.

**The event promotes the benefits of electric vehicles and is being run by Conferenz at the Vodafone Events Centre in Manukau from September 8-9.**

Civic Contractors director **Bjorn Revfeim** says it will be a great networking and information-gathering opportunity.

"I am attending to hear how other commercial operators are getting on with transition to EVs and lessons learned.

"I am really keen to learn from others' experiences."

His company's fleet includes one hybrid truck and six electric vans which are involved in everything from graffiti removal to streetscape maintenance.

The company sees great value in using EVs, Revfeim says.

**"They are better for the environment, which is one of Civic's key values. We have also, through limited experience, found them to be better for reliability and on-going maintenance.**

"We see EVs as a beneficial service offering to our customers and the public."

There are some drawbacks such as the limited range and charging infra-

structure but those will get better with time, he says.

"Getting staff buy-in is slowly improving. We are about to deploy a unit into Hamilton which we believe will work really well."

Zealand businesses toward a sustainable transport future," Duncan says.

"These case studies complement our EV Champions Awards which highlight the work being done to support the uptake of EVs in



Other companies involved in the ewworld trade day include Foodstuffs and Waste Management.

Conferenz sponsorship manager **Dominic Duncan** says a diverse range of EV success stories will be told at the trade day.

"It is about the progression of New

Zealand".

**Admission to the trade day expo on September 8 is free, with a charge in place for the industry conference. There is also a free public day on September 9.**

Go to [www.conferenz.co.nz/events/ewworld-nz](http://www.conferenz.co.nz/events/ewworld-nz) for details. ■

# Mercury energises Kiwis on the road

Long known as an electricity generator and re-tailer, Mercury is now at the forefront of getting Kiwis to go electric on the road.

**Not just in electric cars either - the power company is championing electric bikes too.**

And it all makes sense with New Zealand perfectly suited to electric transport, particularly with more than 80% of the country's power generated from renewable sources, including hydro and geothermal.

Mercury sees electric vehicles (EVs) as the country's largest green-growth opportunity, helping to free it from a reliance on imported

fossil fuels.

Zero emissions have got to be good for you and the country. And great for the pocket too, it says.

The 30 cents per litre equivalent cost of fuelling an EV compared with a standard fossil fuel (around \$2 a litre) vehicle means substantial energy and transport savings.

**Hard-earned export dollars are kept in the country as well, with an estimated \$3 billion saved annually just from the petrol and diesel used in light passenger vehicles, Mercury says.**

To help power business fleets along the electric highway, Mercury launched an initiative with Air New

Zealand in 2016, seeing 30 leading businesses commit to having at least 30% EVs in their fleets by 2019.

**That represents about 1450 EVs.**

The initiative is one of the largest voluntary sustainability projects in New Zealand business history. It has the potential to take about three million kilos of carbon emissions out of our environment every year.

Mercury says the pay-back will be huge - for the organisations involved, the people, the country and, ultimately, the planet.

About 40% of Mercury's total fleet now comprises electric plug-ins or plug-in hybrids. It's aiming for 70% by the end of next year.

The company supports the uptake of e-bikes too, partnering with electric bike suppliers to offer up to \$500 off selected e-bikes for Mercury customers.

Sales are booming, so much so that e-bikes are already the biggest selling EV (or micro-EV) here.

In a recent *Newsroom* interview, Mercury chief executive **Fraser Whineray**



backs the transition to EVs.

He reckons New Zealand should accelerate the move to EVs and, in doing so, transform the economy.

**We still depend too much on imported fossil fuels, he says.**

People are often surprised about the cost savings in using EVs, Whineray says.

"Everything has a transport component to it so if that transport is being done at 30c a litre it should produce a more productive economy."

Benefits also include reduced maintenance.

**Whineray says more than enough power can be generated to cater for New Zealand going fully electric in its vehicles.**

Meanwhile, Mercury's also offering an EV 'fuel' package. If you are a plug-in vehicle owner and a Mercury customer, you can save 20% on your entire home's electricity costs between 11pm to 7am daily.

Visit [www.mercury.co.nz/Products/E-transport/Electric-vehicles.aspx](http://www.mercury.co.nz/Products/E-transport/Electric-vehicles.aspx) for details. ■



Fraser Whineray is helping Mercury drive electric.

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# What challenges do EVs pose for our infrastructure?

**H**ow the growing number of electric vehicles will affect New Zealand's electricity infrastructure is an issue Drive Electric has been investigating.

The not-for-profit group's latest white paper - *Peak Pressure: what challenges do electric vehicles pose to New Zealand's electricity grid?* - suggests co-operation between electricity wholesalers, retailers and the vehicle industry is key.

Powerco's **Eric Pellicer**, a Drive Electric board member who contributed to the paper, says those groups need to work together.

**That's because, unlike homes, it is difficult to track where on the grid EVs will be charging at any one time, he says.**

"There will be hotspots and we have no idea where they will be. Then all of a sudden you've doubled the peak.

"EVs are less than 1% of the fleet, which is still ahead of our target for this year. But in some parts [of the country] you have 10% EVs and in some parts you have none."

One key way the groups could work together would be to set up a form of EV or EV charger registration.

**"If there was a way people could register their EVs at the dealership, that's where the collaboration comes in," Pellicer says.**

"Alternatively, new EV owners

could be encouraged to register their chargers with their power provider. That way we will have more information about where the EVs are located around the country."

**Meridian, for example, provides significantly cheaper rates between 9pm and 7am in Auckland, Wellington and Christchurch.**

"How effective such 'carrots' are in practice depends on the attractiveness of the price difference between peak and off-peak," Barclay says.

"Much of that depends on the signals to the retailers provided by lines companies."

**He also believes the uptake of EVs will be quicker than most people think.**

"EVs could be like mobile phones. Currently they're more expensive than internal

combustion engine-powered vehicles but the price differential is closing fast and I believe they are going to take off a lot more quickly than most people are predicting.

"If retailers and lines companies can effectively collaborate, we can come up with pricing that is sustainable and equitable between those who have EVs and those who don't."

The white paper, which was sponsored by Powerco and Meridian, includes research put together from round table discussions held by Drive Electric's board and extended to include member input.

The organisation will release more white papers in the coming months.

Go to [driveelectric.org.nz](http://driveelectric.org.nz) for details. ■



Eric Pellicer and Neal Barclay

But it will only work if all the different groups co-operate, Pellicer says.

"We need to plan for the challenges ahead. Networks are not designed with excessive headroom because that would be uneconomical for consumers.

**"They have mainly been built to deliver what we think will be needed in 10, 15, 20 years' time.**

"But electric vehicles could completely change the mix in, potentially, a much shorter timeframe."

Meridian retail manager **Neal Barclay** says the times at which people charge their EVs could also be an issue.

The Drive Electric board member says some retailers are already trialling EV tariffs in an attempt to spread the charging load throughout the day.

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# Hitting the beach: Can you do regular long distances in an EV?

It is difficult to argue electric vehicles are not ideal for short city hops and commutes. But what about those people who live a little further away from work – or have holiday homes they need to travel to on a regular basis?

I have been forced to find out how they feel. A recent relocation to Mangawhai Heads, with *EVtalk* headquarters being on the Auckland waterfront stretched my commute from 3km to 103km. It also tied in with being scheduled to drive a series of plug-ins. First was a Hyundai Ioniq, then a BMW 225xe. A Tesla Model X was supposed to be part of the order, though a buyer liked it so much they took it home – read our review of this car in our next magazine.

## Infrastructure everywhere

Northland is well placed for charging infrastructure, and the run to Mangawhai requires you to drive no more than 30km without passing a 50kWh fast charger. Near our city office are stations supplied by both ChargeNet and Vector.

Close to the motorway at Silverdale is a Vector loca-

tion, while Warkworth has a ChargeNet Veevil handily stationed at the New World



By **Richard Edwards**  
Auto Media Group's  
Managing Editor

Supermarket. Vector is putting a unit at the BP on State Highway 1 in the village. Wellsford has destination charging, while a detour to Kaiwaka gives access to yet another ChargeNet fast charger.



**Mangawhai does not have fast DC charging, though it has something handy for the Ioniq. Roadside in the village is both type-1 charging and a 22kW AC type-2 option. We also charged the cars as much as possible at home using their portable 8-amp leads.**

We wanted to avoid too many unplanned stops to charge, especially since our trip to the city started at 5am. It may be the winterless north, but it is cold and wet at this time of year.

## 200km-range? Sort of

Our first attempt at the trip was in the Ioniq. We are big fans of this car, particularly in Elite form. For a highway run the addition of adaptive cruise control, lane keeping assist and comfortable leather seats and steering wheel with electric heating is very welcome. It is not bad to drive either, with excellent grip through corners from the low rolling resistance tyres. It does feel heavy, but not so much that it is uncomfortable on twisty roads.

Hyundai claims the Ioniq can do 200km, and the run north showed this is possible. We left the city with just under 200km of range showing on the gauge. A typical drive north on a warmish afternoon with no air conditioning running left us with just under 100km available. This is dead on the distance travelled and in line with Hyundai's claims. It is also important to note the car can be refilled on the 8-amp charger overnight, with a little time left for some wonderful scheduled pre-warming.

The next morning did not go so well. This time my partner was on-board, and she wanted

heat, lots of it. By the time we arrived in Auckland 200km of range had dropped to less than 50km. Still, the run was doable, and a 20-minute charge to 90% got us home again, but again with less than 50km of range available even with some more clever use of the heating system.

**At this level, the 8-amp lead could not fully charge the car overnight. ChargeNet came to the rescue a few days into this cycle. A quick shop at New World in Warkworth lifted the charge enough so a full battery could be achieved at home.**

Can the Hyundai Ioniq handle a 100km commute? Most definitely, and for every day of the week, not just weekends. All that is required is something most owners of EVs acquire at some point – a hard-wired, higher output charger for their home. A 15-amp system would have topped up the car sufficiently every night.

## Hybrid intelligence

Car makers would suggest this is exactly the kind of job plug-in hybrids are made for. Say you live in the city

Continued on page 19





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## NEW EV CAR TYPES

MAKE	MODEL	TYPE	PRICING RRP est.
Tesla	Model S	BEV	From \$119,300
	Model X	BEV	From \$140,650
Renault	Zoe	BEV	\$74,990
	Kangoo	BEV	\$74,990
Hyundai	Ioniq	BEV	\$59,990
	Ioniq Elite	BEV	\$65,990
BMW	i3 Full Electric	BEV	\$75,700
	i3 with Range Extender	PHEV	\$86,900
	i8	PHEV	\$281,200
	225xe	PHEV	\$69,800
	330e	PHEV	\$89,900
	530e	PHEV	\$136,400
	740e	PHEV	\$202,700
	X5 xDrive40e	PHEV	\$152,700
Mitsubishi	Outlander	PHEV	\$60,990
Audi	A3 Sportback e-tron	PHEV	\$69,900
	Q7 e-tron	PHEV	\$158,400
Mercedes Benz	C350 e Sedan	PHEV	\$96,290
	C350 e Estate	PHEV	\$99,790
	E350 e Sedan	PHEV	\$143,890
	GLE500 e	PHEV	\$150,290
	S500 e	PHEV	\$255,000
Porsche	Cayenne S e-hybrid	PHEV	\$170,900
Volvo	XC90 T8	PHEV	\$134,900

**BEV** - Battery Electric Vehicle  
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# Disruption: NZ's transport future

## Mobility Marketplace pilot to take off in Queenstown

A mobility marketplace pilot has collaboration from the NZ Transport Agency, regional tourism organisation Destination Queenstown, Otago Regional Council and the Queenstown Lakes District Council.



**It offers tourists coming to Queenstown access to easy, real time transport options they can trust, providing alternatives to driving a car themselves.**

The scoping and business plan for the collaborative project began in January 2017, with the pilot's app launching in early August and running until the end of the ski season, NZTA connected journeys solutions director **Martin McMullan** says.

The pilot will launch a real time platform which will act as a marketplace with a user facing app that tourists can download on their IOS or Android mobile device.

"NZTA is providing the infrastructure for the other parties to build this mobility as a service app for the end users," says McMullan.

"While Queenstown will be the initial test bed during

the busy winter ski season for the mobility service app, there are plans to take the learnings from this pilot

and apply them to another project in Auckland later in 2017," he says.

**One of the programme's objectives is to relieve some of the traffic congestion in and around Queenstown, enhanced by the influx of a million or so**

**tourists each year.**

Giving people the choice of readily found, easily used transport options all in one place to get to ski fields and other destinations means transport modes like local bus services, ski shuttles, taxis, electric bikes, ride-share, water taxis, and even Heli-ski services all become very accessible options for visitors.

Personalised journey planning for more than 40 key tourism destinations will initially be available in the mobility app, with a journey planning function to support it.

**"We'll take the learnings and infrastructure from Queenstown for the Auckland pilot later in 2017 which will target increasing vehicle occupancy in and around the airport terminals," says McMullan.**

USED EV CAR TYPES			
MAKE	MODEL	TYPE	PRICING RRP EST.
Nissan	LEAF Generation 1	BEV	\$10k - \$18k
	LEAF Gen 2 - 24 kWh battery	BEV	\$15k - \$34k
	LEAF Gen 2 - 30 kWh battery	BEV	\$27K - \$42k
	e-NV200	BEV	\$24k - \$35k
BMW	i3 Full Electric	BEV	\$43k - \$46k
Mitsubishi	i-Miev	BEV	\$13k - \$14k
	B-Miev Van	BEV	\$13k - \$15k
Renault	Zoe 22 kWh	BEV	\$30k - \$50k
	Zoe 40 kWh	BEV	\$40k - \$43k
Hyundai	Ioniq	BEV	\$48k
	Ioniq Elite	BEV	\$64k
Kia	Soul EV	BEV	\$33k - \$37k
Volkswagon	e-Golf	BEV	\$42k
Tesla	S P85	BEV	\$150k
	S 90D	BEV	\$185k
	X 90D	BEV	\$188k
Mercedes Benz	C350 e Sedan	PHEV	\$83k
	GLE500	PHEV	\$138 - \$150k
Toyota	Plug-in Prius	PHEV	\$25k
Audi	A3 Sportback E-Tron	PHEV	\$50k
BMW	i3 REX	PHEV	\$46k - \$57k
	225xe	PHEV	\$60k
	330e	PHEV	\$60k - \$80k
	X5 xDrive40e	PHEV	\$140k
	i8	PHEV	\$150k - \$170k
Mitsubishi	Outlander	PHEV	\$35k - \$58k
Volvo	XC90 T8	PHEV	\$130k

BEV - Battery Electric Vehicle  
PHEV - Plug-in Hybrid Electric Vehicle

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AMC Motors	09 837 8088	Auckland
Autolink Cars autolinkcarsltd@gmail.com	09 378 9090	Auckland
GVI Electric ev@gvi.kiwi	09 216 7106	Auckland
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Harwood Cards	027 492 2218	Auckland
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The Car Company Nelson	03 546 6550	Nelson
HVS Motors electric@hvs-motors.com	0800 487 4673	Timaru
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# Prius provides best of both worlds

BY SCOTT MORGAN

After driving Toyota's Prius plug-in hybrid vehicle (PHV) for a week, I can see why it's so popular with Uber and taxi drivers.



**Being able to travel 26km in EV mode after a 90-minute charge – and use only 2.1 litres of petrol per 100km – is fantastic value.**

I didn't need to go near a petrol pump all week after receiving the car with a full tank of gas and having the EV charging option available.

I did find it strange transitioning from EV mode to hybrid mode when the petrol engine would suddenly fire up when needed.

Going from the silent

nature of EV mode to the smooth rumble of the petrol engine kicking in also took some getting used to.

I was impressed by the comfortable interior and the amount of space in the boot. That makes it perfect for taxi and Uber drivers who love doing the airport run.


**There's great visibility out the back with two separate windows but it does pose security questions because it's also easy for people to see what's in your boot.**

Having driven both pure EVs and hybrids, I do like the security of having that petrol backup, just in case.

**But that may change as more and more fast-charging stations pop up. ■**



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Mercury 	Plug-in Vehicle Fuel Package	Auckland	\$5.34
	Includes 20% off your entire home's electricity costs between 11pm – 7am every day for 12 months, 10% PPD is included in these calculations.	Wellington	\$5.20
		Christchurch	\$5.16
Contact Energy	Freedom plan	Auckland	\$5.11
	Variety of Plans available, flexible has no fixed term, 20% PPD is included in these calculations.	Wellington	\$4.36
		Christchurch	\$3.13
Ecotricity	Low Solar	Auckland	\$5.83
	Low Usage plan for EVs & can buy back solar energy, no fixed term	Wellington	\$4.06
		Christchurch	\$5.07
Electric Kiwi	One Plan with Hour of Power	Auckland	\$5.72
	Free hour of off-peak power daily – included and calculated to be 2 kWh for charging at 8 amps. Note: this could be different depending on your designated Hour of Power.	Wellington	\$5.94
		Christchurch	\$5.50
Flick Electric	Wholesale rates plus their Flick Fee.	Auckland	\$5.16 #
	No fixed term, EV rate in Wellington. Calculated using an average spot price of 5.5c per kWh.	Wellington	\$5.16 #
		Christchurch	\$3.52 #
Genesis Energy	Classic plan	Auckland	\$5.78
	Variety of Plans available, classic has no fixed term, 10% PPD is included in these calculations.	Wellington	\$3.58
		Christchurch	\$3.15
Meridian	Rest Easy EV plan	Auckland	\$4.49
	Lower night rate from 9pm to 7am, 3 year term, 15% PPD is included in these calculations.	Wellington	\$3.79
		Christchurch	\$2.55
Paua to the People	Cheap As Plan with EV night rates	Wellington	\$2.90 #
	No fixed term. Calculated using an average spot price of 5.5c per kWh		

\*Approximate cost for a full charge of a 24kWh LEAF in the 3 largest centres of NZ.

Please note that rates vary around New Zealand – the above costs were from Mt Wellington in Auckland, Kelburn in Wellington and Linwood in Christchurch. They can also depend on your meter type, the company you use. Prices can vary at different times of the day eg charging during the day may have higher costs. Flick Electric in Christchurch has higher daytime rates, particularly in Winter due to variable pricing from the lines company.

The rates we have used above were calculated in July 2017 using a low user cost, overnight rates, includes prompt payment discounts (PPD) if available and GST, excludes daily charge. Please note that prices were correct at time of publishing and are subject to change. Prices above may not include extra discounts that some companies have available eg online discounts, etc. Please contact us if you would like any clarification.

# Spot prices can go up and down as they are affected by demand in energy and weather conditions. We have calculated these prices using an average spot price of 5.5c per kWh from the 12 months to June 2017, however this is no guarantee of future prices.

# First Tesla Model 3 gifted to Elon Musk

Continued from page 1

duction after passing key regulatory tests ahead of time.

"Model 3 passed all regulatory requirements for production two weeks ahead of schedule," Musk tweeted in the week of its first production.

It came out a day later than he earlier picked. But he's confident of reaching the targets.

**"Looks like we can reach 20,000 Model 3 cars per month in Dec," he tweeted.**

The California-based company aims to make 5000 Model 3 sedans weekly by the end of the year and 10,000 a week in 2018.

**Tesla has not said how many people have put down US\$1000 (NZ\$1400) refundable deposits for the Model 3. Musk says people who put down a deposit now will not get a car until the end of 2018.**

Some reports say that if Tesla reaches its maximum target, it will



The first Tesla Model 3 production car has gone to Elon Musk as a birthday gift.

build more battery-powered cars next year than all the world's automakers combined in 2016.

The *Daily Mail* says the sporty five-seat sedan can get to 96.5kmh in under six seconds and will travel 340km on a single charge.

The car has only one display, a computer monitor showing details about the EV and its route. It's controlled by a touchscreen in its centre

instead of a traditional dashboard. Each side of the steering wheel will have a single scroll button.

**Servicing all those vehicles will provide a challenge, the *Daily Mail* says.**

Model S and Model X owners are worried about having to share Tesla's company-owned charging stations with an influx of new electric cars.

And while Tesla is promising to increase its network of stores and service centres by 30% this year,

it began 2017 with just 150 service centres worldwide.

Musk says a new fleet of mobile service trucks will be deployed to help customers located far from service centres.

**Tesla also plans to double its global high-speed charging points to 10,000 by the end of this year and increase them by another 50%-100% in 2018.** ■

# Nissan turns over an all-new Leaf

Continued from page 1

ficial unveiling.

**First, it showed the car's new headlights and then it previewed the vehicle's 'ProPilot' driver assistance technology, which includes a self-parking function and an autonomous form of cruise control, and released the first picture of the interior. Now there's been a fascia glimpse.**

Apart from a design refresh, the company has also confirmed a range



Henry Schmidt

increase with a 60kWh battery pack allowing more than **320km on a single charge**. Current versions have a 30kWh battery pack.

**Meanwhile, Schmidt says he's expecting some Nissan Note e-Power vehicles shortly.**

Described by some media as neither an electric vehicle nor a hybrid, the e-Power

uses a 1.2-litre, three-cylinder engine as an electricity generator to charge a lithium ion battery. The battery then powers an electric mo-

tor to turn the wheels.

**It cannot be charged with an external plug.**

The system saves fuel because the engine runs evenly to generate electricity, instead of revving up and down to power the wheels.

The hatchback sells in the United States as the Versa Note.

According to some media, the Note e-Power in Japan is rivaling, if not besting, Toyota's Prius, one of Japan's best-selling hybrids.

**Schmidt expects a near-new Note e-Power to sell for around \$30,000.**

"They're an alternative for people worried about range as you don't need a charging station." ■



# The beauty of the e-bike

BY GEOFF DOBSON

When the roads are clogged and trains are slow, an e-bike's the way to go.

I'm humming this mantra blasting down the Northwestern Cycleway on my electric bicycle commute between my West Auckland home and the Auto Media Group office next to Britomart in downtown Auckland.

**Mercury kindly let me trial their SmartMotion eCity e-cycle for just over a week so I made the most of it.**

The 20.6km one-way journey takes an hour – about the same time as the train from Swanson to Britomart.

Driving can take anywhere from 30 minutes to over an hour, depending on the Lincoln Rd backup, Northwestern Motorway and inner-city congestion.

Luckily, the weather was good (apart from a wet Monday morning), even in July.

**Using pedal assist – power is applied between a setting of one to five on the e-bike computer display screen on the left handlebar – makes the run easy, especially on hills.**

But I prefer a lower setting – one to

three – to get some fitness back after a month off my normal road bike. It also has a throttle on the left handlebar for a surge when needed.

Although I wore my road bike gear – but with sports shoes for the standard pedals rather than clip-ons – an e-bike rider can just as easily ride in their casual or work clobber

or even a suit.

You don't need to work up a sweat and a good rain jacket with a hood, – like the one Mercury gave me – should keep out the worst of the wet. Get waterproof trousers too if you wish.

Having electric power is also good for a head wind and getting through some of the inner-city traffic where there are no cycle lanes.

**Speaking of which, I found the Nelson St cycleway petered out near the waterfront (work's underway to improve many of the links) so that getting to and from the Quay St cycleway was difficult.**

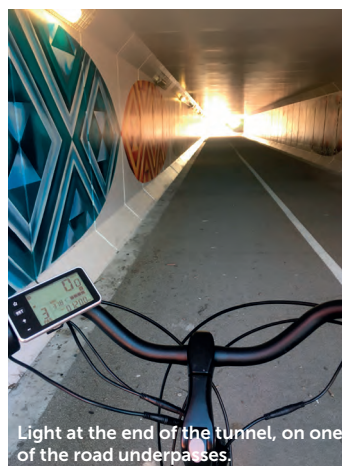
Finding cycle path links like the Grafton

Gully cycleway initially proved tricky – they're not well signposted. There's a plethora of traffic lights to negotiate too

Continued on page 18



Leaving Mercury on the e-bike to travel via the Grafton Gully cycleway to work.



Light at the end of the tunnel, on one of the road underpasses.

**Mercury lists ten reasons to ride an e-bike.**

Tackling hills, especially when your fitness is low, is one of the best reasons. Fitter road cyclists were passing me even when I was doing more than 30kmh on the flat. The e-bike can reach nearly 40kmh.

**But come the hills and I start reeling them in.**

You can change gears to get some pedal power if you want, which I found helpful.

I've just become a pensioner but e-bikes need not be limited to us seniors – they're suitable for any age.



A sunny winter's day provides pleasant riding.

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# Electric vehicles and the New Zealand market

There are now more than two million electric cars on the roads worldwide.

**And with purchase prices falling and new models being launched every month, the number of EVs in New Zealand is expected to grow and become an important segment of the market in the future.**

Electric vehicles certainly aren't a new invention. The first was developed by Scottish inventor Robert Anderson in the 1830s and in 1900 28% of the cars

- Electricity is cheaper than petrol
- Used EVs are coming down in price
- They require less maintenance and annual servicing is generally cheaper
- Zero tailpipe emissions

**In New Zealand we're seeing growing consumer demand for EVs and more dealers are selling or plan to start selling them over the next year or so.**

There are also more makes and models becoming available all the time and confidence in the life and reliability of lithium-ion batteries is improving.

**James Searle**  
DPL Insurance Ltd  
general manager



At Autosure we're keen to support the development of technology and growth

in clean energy. So we see a great opportunity to help dealers to sell EVs and enable them to give customers new to the technology confidence for the road ahead.

That's why we've taken the time to research and design an Electric Cover Mechanical Breakdown Insurance policy that will provide useful cover at a reasonable price.

It covers all makes, models and types - battery electric vehicles (BEV) e.g. Nissan Leaf; range-extended electric vehicles (REEV) e.g. BMW i3; plug-in hybrid electric vehicles (PHEV) e.g. Mitsubishi Outlander; and hybrid electric vehicles (HEV) e.g. Toyota Prius.

To find out more about our protection products for electric cars, contact **Warwick Bourne** on 027 836 7132 (northern region) or **Nigel Trehwitt** on 021 320 026 (southern region).

**They will put you in touch with your local Autosure account manager who will be happy to help. ■**



produced in the United States were powered by electricity.

But during the 1920s the short range of batteries, the lack of a nationwide electricity network to recharge them and the increasing availability of petrol made them less commercially viable.

Now that many of the teething problems are sorted, there are good reasons to buy a green car:

- They're cool and more makes and models are available





# Transforming electric vehicles

This June, New Zealand saw the highest increase in EV registrations, up to 3834 from 186 in January 2013. Driving these trends are lower prices, better travel ranges, and more options available with new models and second hand imports.

**It's clear EVs play a big part in New Zealand's clean energy future. At Vector we see their role being far more than a ride from A to B.**

## Easy charging on the go

It's fantastic to see New Zealand's public charging infrastructure stepping up to meet the demand of a growing number of EV users.

Public chargers are important in providing a boost of energy for EVs when out and about. Since 2015 Vector has been setting up public charging stations in key locations across Auckland. July and August will see our biggest addition of EV charging stations – seven chargers in four new locations at New World Kumeu, BP Warkworth, Auckland Hospital, and Constellation Drive McDonalds.

Easy to use tools like our EV charging app are making charging smarter with station locators and real time status of rapid chargers. For

example, people can now "check in" to chargers on our app, stating how long they will be, and whether it's okay for someone to unplug their vehicle. Earlier this year we expanded Vector's EV charging app to cover nationwide

## think about their potential outside of transport.

Fact: A Nissan Leaf G2 with a 30kWh battery could power the average household for 10 hours.

Last month we introduced a revolutionary two-way

corporates and households with a residential version. V2G chargers will integrate with other technologies such as solar and batteries to redefine what we mean by a truly smart energy home or business.

**Simon Mackenzie** is chief executive at Vector Limited, a global leader in the energy technology and innovation space. Vector is the largest distributor of electricity and gas in New Zealand, owning the lines and pipes to households and businesses across Auckland. Simon is a member of the Government's EV Leadership Group being an advocate of supporting electric vehicle infrastructure, technology and policies.



## Turning change into opportunity

Along with the benefits of EVs come some interesting challenges for the electricity network. That's because more people using EVs means more people using electricity, and most likely all plugging

in at around the same time after work. But V2G chargers turn that into an opportunity both for EV users and the wider network.

**It's likely in the future timing of our energy use from the grid will be more important. To take advantage of rewards you'll be thinking more seriously about when to set the dishwasher on, when to turn off the hot water heater, and in this case and when to charge your EV. But more importantly, when needed you could actually use your EV to power your home and avoid using power from the network altogether.**

We are yet to see the full potential of EVs and at Vector we think that's pretty exciting! ■

EV chargers all the way from Pahiia up north to Invercargill down south. We're adding new stations to the app as they open and it's proving a popular download on Apple Store and Google Play.

## Transforming EVs to power your life

If you think you don't get that much use out of your car given what it costs, you're right. Most vehicles today are parked for up to 96% of the time. We believe EVs can do more than just move people from A to B - they provide a great opportunity to power our lives.

**The battery storage capacity and range of EVs is progressing in leaps and bounds and that made us**

electric vehicle charger, the first of its kind outside of Europe. Vehicle-to-grid (V2G) technology not only allows vehicles to be charged, but can also reverse the energy flow allowing EVs to discharge energy. This is a huge milestone for EVs, essentially transforming them into rechargeable power sources.

When hooked up to a V2G charger, energy from an EV can be used as a power boost for the building, as a cheaper power source when electricity prices from the grid are higher, and will eventually be able to power homes during power outages.

We've been trialling the technology on our almost 100% EV fleet and will soon be offering the chargers to



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# The beauty of the e-bike

Continued from page 15

and if the green bike lights aren't synchronised the journey requires frequent stops – like the traffic.

Motorists and other road users were really good – I had no issues. My bright yellow bike and jacket with the Mercury bumblebee logo, and a matching yellow helmet, brought a smile from some.

The beauty of cycling is you not only get health benefits but you can chat to other cyclists or at least wish them a good day as you fly past.

**And the cost is minimal, even for an electric bike.**

E-bike suppliers sell models like mine for around \$2799, but if you're a Mercury customer you can get up to \$500 off selected e-bikes.

Charging them at home is easy and isn't necessary every night – you can tell how low the battery power is getting on the bike. Even doing more than 40km a day, I found the charge barely declined.

**On average, it should cost around seven cents to fully charge an e-bike from flat.**

E-bike maintenance is minimal too – you mainly just need to check tyres, brakes and do a normal bicycle maintenance programme.

Parking and storage are easy and free. Mine was fitted with a key wheel lock at rear and

a cable lock for the front wheel or to tie around a rail.

So it's a no-brainer when comparing an e-bike with vehicles and their associated costs.

**And you get to enjoy the sunrises and sunsets, hear the birds and take in the scenery on the way to and from work.**

If you want to try one, free test rides are offered through Mercury's partnered e-bike suppliers.

Check it out on [mercury.co.nz/ebike](http://mercury.co.nz/ebike)



An empty cycleway behind and a busy Northwestern Motorway beside me.



Heading home down the Northwestern Cycleway.

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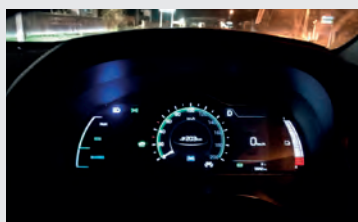
# Hitting the beach: Can you do regular long distances in an EV?

Continued from page 8

suburbs but have a bach out of town. You can travel to work daily gas free – as our staff member driving the BMW 225xe has been doing almost petrol-free from Hillsborough – and when you head out of town the petrol engine takes over to get you there in one hit.

We do not disagree. We charged the 225xe at the type 1 chargers in Auckland's downtown parking building and headed north

in 'EcoPro' mode, letting the car decide when and where to use its power. If you set



your final destination in the navigation system the car will best manage its available battery for the best efficiency. BMW NZ tells us

local maps don't have the detail for it to work as well as in Europe, but we found it rather accurate. Average fuel consumption was 5.4-litres per 100km. This is a decent result for a car of this size in conditions like this.

We experimented with the car's systems, and one day set it to 'Save' mode to keep the battery full until we were just under 40km – the 225's electric range – out from the city and then switched it to electric mode for the cruise into town. It

made it with range to spare, but the fuel consumption was higher at 6-litres per 100km. It appears the hybrid is smarter than we are at saving energy.

**Can the BMW 225xe handle a 100km commute? It can, though this is best for a particular buyer, someone who has a short city commute and occasionally travels long distances. It is good for the moment, though as charging infrastructure improves battery-only appears to be the way to go. ■**

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Drive Electric is a not-for-profit membership organisation with one goal – making EV ownership in NZ mainstream.

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# Another big month for Leaf as market hits 300

The market for electric vehicles crossed the 300 unit mark for the first time in June, with the Nissan Leaf making up more than half of the market.

**According to the Ministry of Transport, registrations of all plug-in vehicles totalled 302, a new record. This was made up of 109 new vehicles and 194 used imports.**

Collectively, the electric vehicle fleet has hit 3834, meaning the government's target of hitting 3950 before the end of the year should be passed in the middle of August.

In new car market, the Tesla Model X led on 17 reg-

istrations. The Tesla Model S was second on 15, just ahead of the Hyundai Ioniq with 13 registrations.

The only other pure electric to land sales for the month was the BMW i3 on two vehicles.

In plug-in hybrid cars, the Mitsubishi Outlander produced its highest result ever with 49 cars.

Mitsubishi Motors NZ marketing manager **Reece Congdon** says the jump in sales included a fleet deal with energy company Mercury.

"We are delighted that Mercury has chosen to

advance its leadership in the move towards electric vehicles by embracing the utility of the Mitsubishi Outlander PHEV," says Congdon.

**The BMW 225xe was the second most popular plug-in on two vehicles.**

The king of the electric vehicle fleet remains the

Nissan Leaf, which had a huge month on 161 used import registrations.

The Toyota Prius plug-in hybrid was second on four units, followed by the Renault Zoe on three.

The Kia Soul and Nissan E-NV200 were next on two units each. ■

## NEW MAKES AND MODELS JUNE 2017

Make and Model	June 2017
<b>ELECTRIC</b>	
Tesla Model X	17
Tesla Model S	15
Hyundai IONIQ	13
BMW i	2
<b>PLUG-IN HYBRID</b>	
MITSUBISHI OUTLANDER	49
BMW 2 SERIES	3
AUDI A3	1
BMW 3 SERIES	1
BMW 5 SERIES	1
MERCEDES-BENZ GLE	1
MERCEDES-BENZ S-CLASS	1
VOLVO XC90	1

## USED IMPORTS MAY 2017

Vehicle Make	Vehicle Model	Total Vehicles
NISSAN	LEAF	161
TOYOTA	PRIUS	4
RENAULT	ZOE	3
KIA	SOUL	2
NISSAN	E-NV200	2
BMW	i3	1
MITSUBISHI	MINICAB	1
NISSAN	NV200	1
TESLA	MODEL S 70 D	1
VOLKSWAGEN	E-GOLF	1

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## June 1

### New Zealand test market for driverless cars?

Associate transport minister **Tim Macindoe** has opened the door to New Zealand becoming a testing ground for driverless cars.

**The Government is already in talks with an autonomous carmaker about coming to New Zealand for a pilot project, Macindoe told the International Transport Forum summit in Germany.**

A feature of New Zealand law means a vehicle doesn't have to have a driver, the *NZ Herald* reports.

## June 6

### EV entry certification cost slashed

Vehicle Inspection NZ (VINZ) has halved the cost of entry certification for full electric vehicles (EVs).

**It has cut the fee from \$165 to \$82.50 to help increase the adoption rate of EVs here.**

"EVs offer environmental and health benefits to New Zealand and New Zealanders," VINZ chief executive **Gordon Shaw** says.

"By introducing this initiative, VINZ is looking to encourage more EV imports by making them more affordable."

### Electrifying Mini Cooper SE Countryman

The Mini Cooper S E Countryman All4 is the first model of the British brand to have a plug-in hybrid.

**It's due in New Zealand from August with a price**

**around \$60,000 plus on-road costs.**

The front wheels are powered by the combustion engine, the rear wheels by the electric motor. It can run on electricity alone and not just in urban traffic – it has a top speed of 125kmh and a range of up to 41km.

## June 7

### Toyota cuts ties with Tesla to launch its own project

Tesla and Toyota used to have close ties. In 2010, Toyota invested US\$50 million (NZ\$69.60m) in Tesla and brokered a heavily discounted sale of the Nummi factory in California, now Tesla's Fremont factory.

**Tesla also used to supply the Toyota RAV4 EV electric powertrain up until 2014.**

At that point, Toyota sold most of its Tesla shares for a healthy profit and has now confirmed it disposed of the remaining shares before the end of last year, *Electrek* reports.

## June 8

### EV charging infrastructure study outlines issues

New research from Drive Electric shows the development of electric vehicle charging infrastructure has reached a pivotal point in New Zealand.

**The not-for-profit organisation's white paper *Charging Ahead: New Zealand's EV Charging Infrastructure outlines current successes, challenges ahead and where New Zealand sits on the international stage.***

Drive Electric board member **Eric Pellicer** says the research reveals different groups are getting involved in building charging infrastructure.

## June 8

### Twice as many electric cars on the world's roads

Electric vehicle numbers on roads worldwide rose to a record two million last year.

**But the numbers have a long way to go to reach levels needed to help limit an increase in global temperatures, the International Energy Agency's *Global EV Outlook* reports.**

In 2015, the number of EVs, including battery electric, plug-in hybrid electric and fuel cell electric passenger light-duty vehicles, was one million.

Even though that doubled last year, the global EV stock is only 0.2% of the total number of passenger light-duty vehicles in circulation.

### Software update to fix airbag issue

Tesla has informed owners of right-hand drive Model X SUVs of a safety recall relating to passenger airbags.

**In a notice sent to the owners, the company says it has identified an anomaly in the software controlling the passenger airbags in the model. It asks them not to use the front passenger seat until a software update has been completed.**

A benefit of Tesla's over-the-air software system is owners will not need to return to a Tesla dealership. Instead, they will just need to acknowledge a prompt to accept the update when it appears on their vehicle's control screen.

## June 9

### Double charger live at Waiouru

ChargeNet's first double charger at Waiouru is now operational.

**The site on the corner of Hassett Drive and State Highway 1 is awaiting final**

**sign-off but work is complete except for bay marking, ChargeNet says.**

Waiouru is a vital link in the SH1 chain and the chargers now connect its Turangi site to the north and Mangaweka to the south.

## June 12

### TV presenter in fiery EV crash

**Richard Hammond**, one of the presenters of Amazon's car-themed TV show *The Grand Tour*, has escaped serious injury in a fiery crash while driving an electric supercar during filming in Switzerland.

**The former *Top Gear* presenter was airlifted to hospital with a fractured knee.**

The Rimac Concept One electric supercar, worth NZ\$3.5 million, according to *The Guardian*, was reduced to a twisted, blackened mess after it crashed and caught fire.

### EVs can help power the grid

A Nissan Leaf in Vector's Auckland office is discharging electricity into the transmission grid that powers the city.

**It's called Vehicle to Grid (V2G) and Vector chief executive Simon Mackenzie reckons it will play a role in how the company's electricity business works in the future, *Newsroom* reports.**

"Battery technology is the major development in the electricity sector and, along with solar, it will change everything," Mackenzie says.

Vector became the first lines company in the Southern Hemisphere to put industrial-sized batteries into its grid. Those installed in Auckland's Glen Innes have reduced the amount of electricity it needs to supply that area in peak times by 15%

## June 13

### Motor Vehicle Register changes for EVs

Electric vehicles will be

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better identified under new engine type definitions in the Motor Vehicle Register (MVR) from July 1.

**The new definitions mean all types of electric-powered vehicles can be clearly and correctly identified in the MVR, the NZ Transport Agency says.**

The change will allow accurate reporting on the electric vehicle fleet, including monitoring trends in uptake across all types of EVs, it says.

## New electric car factory for Audi

Audi is previewing its new electric car factory by saying "electric motors instead of internal combustion engines, batteries instead of fuel tanks".

**It's gearing up to start production of the Audi e-tron quattro next year at the Brussels plant which is now being revamped with new production lines, Electrek reports.**

Production planning at what Audi is calling its 'E-factory' is reportedly going at "full speed".

## June 14

### Nissan Leaf English panel conversion available

A full English dash cluster/instrument panel conversion on nearly all Japanese imported Nissan Leaf models is offered by GVI Electric.

**The company says the service will be available to all Leaf owners.**

It's not to be confused with the full English X/G stereo replacement option, which is in the works and will be available in the near future, GVI Electric EV specialist **Andrew Dudley** says.

## June 15

### BMW reveals its latest PHEV

The fifth local BMW iPerformance plug-in hybrid model (PHEV) is about to hit the market.

**It joins BMW's other hybrids the 225xe Active Tourer, 330e Sedan, X5 xDrive40e and 740e Sedan and the BMW i3 and i8 pure EVs.**

The 530e iPerformance has an electric range of about 48km, a total range of up to 650km and fuel consumption of 2.0 litres per 100 km.

## New Vector charging sites

Vector will introduce four new charging sites in Auckland to cater for growing demand.

**The sites, which will have a total of seven chargers, are spread across the city at Kumeu New World, BP Warkworth, Auckland City Hospital and Constellation Drive McDonald's on the North Shore.**

More new sites will be announced in the next two months, the company says.

## Ford wins Deutsche Post vans contract

Deutsche Post subsidiary StreetScooter and Ford-Werke GmbH are entering a partnership to further electrify Deutsche Post's fleet of delivery vehicles.

**It is already using electric vehicles in its fleet but the new contract should quickly add 2500 all-electric vans to the roads. They will use the chassis of the Ford Transit which will be equipped with a new battery-electric powertrain.**

Ford had already announced plans for a plug-in hybrid version of the Ford Transit for 2019 but it looks like the new contract is changing the plan by using an all-electric version built on the same chassis, *Electrek* reports.

## June 16

### Audi launches RUC-free diesel-electric SUV

Audi New Zealand is launching its first production diesel plug-in hybrid electric vehicle (PHEV) in the form of the Q7 e-tron SUV.

**"The Government's EV strategy and New Zealand's availability of renewable ener-**

**gy are providing a framework which is allowing us to be amongst the first global markets for Audi's electric vehicle products," Audi New Zealand manager Dean Sheed says.**

"New Zealand is the first market in Asia Pacific to launch the Q7 SUV PHEV."

## EVs on show at National Fieldays

Seven electric vehicles plus a variety of e-bikes were sighted by *EVTalk* business manager **Rachel Hadfield** during her first visit to the National Fieldays at Mystery Creek.

**"I was surprised at the size of it," Hadfield says. "I've been to big shows before but nothing could have prepared me for the sheer scale of this."**

She downloaded the Fieldays app and saved to favourites all the companies she thought would have EVs on display.

"So I pulled out my phone to open the map on the app and started out."

## Electric bikes are taking off

Sales of e-bikes are soaring as people cotton to the benefits they bring – including cycling fitness and an easy commute.

**Business owner Jace Hobbs calls them "micro EVs" and says they're helping revolutionise transport in New Zealand.**

Originally from America's Midwest, Hobbs has been living in Nelson for nine years and has run his Electric Bike Hub business there and in Auckland for about 14 years.

It now has retail and service centres in 25 bike shops around the country.

## June 19

### Audi cuts cost of A3 e-tron hatch

Audi New Zealand has reduced the price of the latest incarnation of the Audi A3 e-tron plug-in hybrid electric vehicle (PHEV).

**The recommended retail price for the new A3 e-tron Sport has fallen to \$69,900**

**plus on-road costs from the previous model's price tag of \$74,990.**

Customers can opt for the \$6000 e-tron technology package, which includes 18-inch Turbine alloys, adaptive cruise control, virtual cockpit, smartphone integration, LED headlights, side assist, park assist, active lane assist and high beam assist.

## June 20

### First EV fast charging station for Gisborne

Gisborne will get its first electric vehicle fast charging station by the end of July.

**Eastland Group, which owns lines company Eastland Network, will install a new Terra 53 charging station on Gladstone Rd, the city's main street.**

Electrinet will lay cabling from the Eastland Network transformer on Read's Quay.

## Hyundai Ioniq wins Green Good Design Award

The 2017 Hyundai Ioniq has received a Green Good Design Award.

**The honour comes from the Chicago Athenaeum: Museum of Architecture and Design and the European Centre for Architecture Art Design and Urban Studies.**

The award celebrates important examples of sustainable designs and provide awareness on what companies are designing and producing to make the most positive impact on the environment.

## June 26

### The Warehouse trials EV delivery

The Warehouse is trialling a two-hour delivery service in Auckland using an electric vehicle and hopes to expand the service nationwide.

**The retail group is facing the prospect of increased competition from Amazon, due to set up distribution**

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centres in Australia within the coming year. But The Warehouse chief information officer Timothy Kasbe says it will be trialling the service regardless, *Stuff* reports.

Customers buying goods from The Warehouse, Noel Leeming and Torpedo7 have been selected at random to receive their purchases within two hours, all delivered by a Nissan electric van.

## Autonomous tech for next generation Leaf

The next-generation Nissan Leaf will have the technology to drive itself on single-lane highways.

**Nissan's ProPILOT autonomous technology will be installed in the car, *Driven.co.nz* reports.**

It can operate at the touch of a button to control steering, acceleration and braking in a single motorway lane and will be able to function in heavy traffic congestion.

## June 27

### First Tesla Model 3 spotted in Auckland

A Tesla Model 3 prototype seen arriving at Auckland International Airport has got global attention.

**It's the first time that the vehicle has been spotted outside the United States, *Electrek* reports.**

"It increases significantly the distance of a sighting from Tesla's Palo Alto headquarters, where most Model 3 release candidates have been spotted so far," it says.

### Diesel trains will 'negate' EV benefits

A decision to de-electrify KiwiRail will more than negate all the emissions reductions from all the electrical vehicles in New Zealand, a renewable energy expert says.

**KiwiRail said last year it will move back to diesel trains on the main trunk line, claiming all-diesel is better for the environment because it will be better equipped to take freight than trucks on the**

**roads, *Radio NZ* reports.**

Professor Ralph Sims of Massey University says the rail network will generate 12,000 tonnes of carbon dioxide more each year by de-electrifying – more than cancelling out the 9000 tonnes saved by using 3000 electric vehicles.

### Porsche changes its mind on EVs

Porsche once claimed all-electric powertrains didn't offer enough performance to reach the level its customers expect.

**But as work on its first all-electric vehicle progresses, Porsche is changing that view.**

Chief executive Oliver Blume now says he expects half of Porsche's production to be electric by 2023, reports *Electrek*.

The Mission E is due to begin production in 2019. A second all-electric vehicle based on the Macan is also planned.

## June 28

### Energy innovation bill passes third reading

The Government has announced new measures to support the uptake of electric vehicles and improve energy efficiency in New Zealand.

**The Energy Innovation (Electric Vehicles and Other Matters) Amendment Bill has passed its third reading.**

It will implement parts of the Government's electric vehicles programme, make changes to the Energy Efficiency and Conservation Authority's levy funding and clarify how electricity industry legislation applies to secondary networks.

"With 99% of transport energy coming from non-renewable sources, this Bill will help reduce transportation sector emissions by encouraging the uptake of electric vehicles," transport minister Simon Bridges says.

### Strategy promotes renewable energy

Unlocking our energy productivity and renewable potential is the title of a newly released government strategy

that has implications for electric cars and transport.

**The New Zealand Energy Efficiency and Conservation Strategy sets the overarching direction for the Government and specific actions for the promotion of energy efficiency and renewable sources of energy.**

The strategy also works in conjunction with the Energy Innovation Bill and other government policies and programmes, including the Electric Vehicles Programme.

### No hybrid yet for new Subaru XV

Subaru New Zealand would like to have a hybrid version of the all-new generation of its XV SUV in dealerships but says it's a matter of if, rather than when.

**At the media launch of the 2017 Subaru XV in the Hawke's Bay, managing director Wallis Dumper says he would love to see a hybrid version of the new SUV come to New Zealand.**

"We would like the XV hybrid if or when it becomes available but we cannot confirm a date yet as the factory is not confirming if production will become available and when that will happen."

## June 29

### Renewable power reinvented

Most of the new grid capacity being added in the world is renewable or nuclear.

**So says Dr Peter Harrop, chairman of IDTechEx in the United Kingdom.**

Norway and New Zealand have been almost entirely on renewables for some time.

Both solar and wind energy are being reinvented.

For example, Airborne Wind Energy is the flying of kites and, increasingly, tethered drones that tap winds above conventional wind turbines

### Aston Martin's electric car plans scaled back

Aston Martin has scaled back its first electric model production plans after investment partner

LeEco pulled out, chief executive Andy Palmer told *Reuters*.

**The result may be an even more exclusive car, aimed at customers who consider Tesla's top of the range \$US130,000 (\$171,400) Model S to be a little too run of the mill, the *Financial Review* reports.**

Aston Martin will build only 155 of its RapidE, about a third of the initial plan, and lean more heavily on Formula One engineering specialist Williams after the withdrawal of Chinese TV and smartphone vendor LeEco, Palmer says.

## June 30

### EV owners big winners in car rego price drop

The cost of car registrations will drop tomorrow, with significant decreases for electric vehicle owners.

**For petrol powered cars, it falls from about \$130 to \$113 per vehicle tomorrow the *NZ Herald* reports.**

However, the drop in EV car registration is much more significant, falling to as low as \$76 in some cases.

### Power cycling

A cyclist "all my life", Michael Tritt has long been interested in sustainability.

**You could call him a "greenie", since he has a masters on environmentally conscious consumers and he has worked for Greenpeace NZ.**

So it's natural Tritt should be among three directors in ElectrifyNZ, a rapidly expanding micro-EV business selling and servicing electric bicycles.

### Baby birth beggars be-Leaf

Georgia Wiggins is the first baby to be born in an electric vehicle in New Zealand.

**Andrew Wiggins was speeding his way to the hospital with wife Karen in labour when Georgia burst on to the scene.**




The father-of-three's speed did not go unnoticed by a passing police officer, who pulled the couple over, only to discover the situation. ■

# NZs EV Charging Infrastructure

## Fast Charger Locations – North Island

**Kawakawa** - 4 State Highway 1, Kawakawa 0210  
**Dargaville** - 111 Totara St, Dargaville 0310  
**Tikipunga** - Paramount Plaza, 1 Wanaka St, Whangarei 0112  
**Whangarei** - Northpower Substation, 11 Alexander St, Whangarei, 0110  
**Raumanga** - McDonalds, 130 Tauroa St, Raumanga, Whangarei 0110  
**Kaiwaka** - 1 Kaiwaka-Mangawhai Rd, Kaiwaka 0975  
**Warkworth** - New World, 6 Percy St, Warkworth 0910  
**Warkworth** - BP Warkworth, 67 Auckland Rd (SH1), Warkworth 0910  
**Silverdale** - Kings Plant Barn, 17 Hibiscus Coast Highway, Silverdale 1025  
**Kumeu** - Kumeu New World, 120 State Highway, Kumeu 0810  
**Albany** - 186 Don McKinnon Drive, Albany, Auckland 0632  
**Hobson St** - 21 Hobson St, Auckland, 1010  
**Z Beach Rd** - 150 Beach Rd, Auckland 1010  
**Newmarket** - 1 Gillies Ave Newmarket, Auckland 1023  
**Greenlane McDonald's** - 356/320 Great South Rd, Greenlane, Auckland 1051  
**BP Pakuranga** - 322 Pakuranga Rd, Pakuranga Heights, Auckland 2010  
**Z Botany Downs** - 550 Te Irirangi Dr, Botany Downs, Auckland 2013  
**Airport Shopping Centre** - 400 George Bolt Memorial Dr, Auckland Airport 2022  
**Z Skyway** - George Bolt Memorial Dr, Auckland Airport 2022  
**Takanini Village** - 30 Walters Rd, Takanini, Auckland 2112  
**Thames** - 505 Mackay Street, Thames 3500  
**Tairua** - Tokoroa Rd Carpark, 6 Tokoroa Rd, Tairua 3508  
**Te Kauwhata** - 16 Wayside Rd, Te Kauwhata 3782  
**WEL Networks** - 114 Maui St, Waikato 3200  
**Hamilton** - Tesla Supercharger (x4), Te Rapa Rd & Warere Dr, Hamilton 3200  
**Ruakura** - Waikato Innovation Park, 9 Melody Ln, Ruakura, Hamilton 3216  
**Raglan** - 43 Bow St, Raglan 3225  
**Tauranga** - The Strand, Tauranga, 3110. (BYO cable)  
**Mt Maunganui** - Bayfair, 19 Girven Road, Mt Maunganui Rd 3116  
**Cambridge** - 73 Queen Street, Cambridge 3434  
**Te Awamutu** - 10 Scout Lane, Te Awamutu 3800  
**Te Kuiti** - New World, 39 Rora St, Te Kuiti 3910  
**Rangitaiki** - Rangitaiki Lodge Café, 3281 SH5, Rangitaiki  
**Whakatane** - i-SITE, 30 Quay St, Whakatane 3120  
**Rotorua** - 1134 Haupapa St, Rotorua 3010  
**Taupo** - 1 Kaimanawa St, Taupo  
**Turangi** - 1 Pihanga Rd, Turangi 3334  
**Waiouru** - State Highway One & Hassett Dr, Waiouru 4861  
**Te Haroto** - Mc Vicar Rd, Napier-Taupo Highway, 4237 SH5, Te Haroto  
**New Plymouth** - 66 Courtenay St, New Plymouth 4310  
**Waiouru** - State Highway One & Hassett Dr, Waiouru 4861  
**Napier** - 206 Dickens St, Napier 4110  
**Hastings** - 100 Queen St W, Hastings, 4122  
**Mangaweka** - 2 Koraenui St, Mangaweka 4797  
**Waipukurau** - 34 Russell St, Waipukurau 4200  
**Palmerston North** - i-SITE, The Square, Palmerston North, 4410  
**Otaki** - 155-163 Main Hwy, Otaki 5512  
**Masterton** - 3 Dixon St, Masterton 5810  
**Porirua** - 2 Serlby Pl, Porirua 5022  
**Featherston** - SuperValue, 42 Fitzherbert St, Rimutaka Hill, Featherston 5710  
**Upper Hutt** - 24 Queen St, Upper Hutt 5018  
**Lower Hutt** - Dowse Museum & Square, 1 Stevens Grove, Lower Hutt 5010  
**Z Petone** - 60 Hutt Rd, Petone, Lower Hutt 5012  
**Z Vivian Street** - 174 Vivian St, Te Aro, Wellington 6011



-  Fast Charger Locations
-  Destination Charger Locations
-  Tesla Charger Locations

## Fast Charger Locations – South Island

**Takaka** - 16 Willow St, Takaka 7110  
**Nelson** - Millers Acre Carpark, 37-39 Halifax St E, Nelson, 7010  
**Richmond** - Tasman District Library, 11 Mcglashen Ave, Richmond 7020  
**Greymouth** - 13 Tarapuhi Street, Greymouth 7805  
**Kaikoura** - 51 West End, Kaikoura 7300  
**Northwood** - New World, 2 Mounter Ave, Northwood, Christchurch 8051  
**Addington** - Z Moorhouse Ave, 40 Moorhouse Ave, Addington, Christchurch 8011  
**Little River** - 4235A Christchurch Akaroa Rd, Little River 7591  
**Rakaia** - Rolleston St, Rakaia 7710  
**Ashburton** - 109 West St, Ashburton 7700  
**Tekapo** - Tekapo 7999  
**Alexandra** - 9 Thompson St, Bridge Hill, Alexandra 9320  
**Timaru** - 26A North St, Timaru 7910  
**Waimate** - 125 Queen Street, Waimate 7924  
**Oamaru** - Eden St Carpark, 3 Eden St, Oamaru 9400  
**Hampden** - 33 Lincoln St, Hampden  
**Dunedin** - Filleul St Carpark, 193 Moray Pl, Dunedin 9016  
**Balclutha** - 23 Charlotte St, Balclutha 9230  
**Invercargill** - 116 Esk St, Invercargill, 9810

