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Notes: Due to the complexity not all questions have been addressed  
One of Vision Kerikeri's projects under discussion is to create a "Carbon-Neutral Kerikeri"

Q2

Chapter 3 of this issues paper mostly looks at ways to reduce emissions directly at their source. What other approaches would help identify opportunities to effectively reduce emissions?

Instead of only attempting to reduce emissions directly at their source, methods to enhance the positive effect of unavoidable emissions should be sought, e.g. increase the quality and value of products, so that less/fewer products produced will enable avoidance of emissions (example: reduced cattle herd size, organic methods (less fertilizer etc), produce high value butter, cheese, meat => higher prices for more healthy food and higher export revenues; avoid low value milk powder for China.

Q4

What are the main opportunities and barriers to reducing emissions in agriculture?

+ change to organic methods can provide higher prices for produce, lower input cost, better quality, more healthy working conditions, products and less environmental impact  
- "herd trend" of farmers, i.e. all farmers are doing the same as a few successful farmers;  
financial dependency on fertilizer providers and bank loans in the aim for bigger and more

Q5

What are the issues for government to consider in encouraging alternative low-emissions land uses?

Limit the number of cattle per ha and quantity of fertilizer, herbicides and pesticides (possibly by adding a special tax on those products)

Q7

What policies, including adjustments to the New Zealand Emissions Trading Scheme, will encourage more sequestering of carbon in forests?

Have a national forest Strategy. We are harvesting more forests than we are planting. Create a major tree planting program. The ETS is apparently not providing a sufficient incentive to plant enough trees. The low carbon price and the purchase of fraudulent carbon credits from the Ukraine and Russia has given the forestry industry great uncertainty and little willingness to invest.

Q8

What are the main barriers to the uptake of electric vehicles in New Zealand?

Currently short km range of EVs, insufficient charging stations, high price, small size (no SUV), few models; weak policy incentives use of bus lanes and remission of RUC doesn't really cut it.

Q9

What policies would best encourage the uptake of electric vehicles in New Zealand?

Offer subsidies for new EVs, keep Road Tax waiver, increase the number of charging stations, raise awareness with positive experience from present EV-owners (like ourselves)

Q10

In addition to encouraging the use of electric vehicles, what are the main opportunities and barriers to reducing emissions in transport?

- + improve public transport (rail, light rail, bus and bus lanes) to avoid the need of car ownership
- + Electrify sections of the North Island Main Trunk Line not yet electrified. Cease the intention to replace electric engines on part of the main trunk line.
- + expand cycle infrastructure to avoid the need of cars and to improve health through exercise; There are now some excellent examples in Auckland.
- + fewer heavy trucks on the roads create less damage to the roads
- + reduced cost to build more motorways
  
- cost to expand the infrastructure

Q11

What are the main opportunities and barriers to reducing emissions from the use of fossil fuels to generate energy in manufacturing?

Business opportunities for NZ solar installation businesses to cover manufacturing halls with PV panels

Q15

What are the main opportunities and barriers to reducing emissions in industrial processes (such as the production of steel, aluminium and cement) and in product use (such as the use of hydrofluorocarbons in refrigeration and air conditioning equipment)?

+ close the Tiwai Aluminium Smelter, which consumes a large portion of NZ's renewable energy at grossly below market prices; the electricity will be available for other uses like EV, value adding production like organic cheese & butter or brick manufacturing for the NZ building industry (avoid imports and create alternative jobs in Southland); avoid large volume shipping of ore from Australia and then shipping aluminium products overseas (shipping produces a lot of emissions);

+ challenge for invention of new processes is good for NZ innovators

Q16

What policies and initiatives would best promote the design and use of buildings that produce low greenhouse gas emissions?

- . promote solar water heating
- . promote passive solar heating
- . promote better insulated buildings (not just floors and roofs)
- Green building awards for commercial buildings encourage innovative design and achieve higher rentals

Q17

What are the main opportunities and barriers to reducing emissions in waste?

- + recycling & reusing of materials on a more local level to avoid long distance trucking
- + glass crushing machines locally to produce sand - small business opportunities
- + multiple use of glass containers/bottles reduce import of new bottles
- + less packaging materials would be cost saving
- + waste to landfill is apparently too cheap, so with higher price new recycling business might be started (innovation), reduce transport by truck and ships overseas

Q19 What type of direct regulation would best help New Zealand transition to a low-emissions economy?

Consider subsidies for low-emissions and higher fees for higher emissions to promote the transition

Impose a fee to overseas tourists at entry for the use of NZ's infrastructure to raise funds required for transition

Q20

Acknowledging the current review, what changes to the New Zealand Emissions Trading Scheme are needed if it is to play an important part of New Zealand's transition to a low-emissions future?

Cancel the ETS and replace it with a carbon tax. The ETS is opaque and difficult to understand including how the initial free allocations were determined. It is also tainted by the initial purchase of mostly fraudulent credits from the Ukraine and Russia. A poor return on our overseas investment and a negligible result on emissions especially at the low carbon price and NZ's emissions have been steadily increasing. While some flaws have been very slowly corrected, and it might be argued that the emissions may have been higher without it,

it is clear that our emissions have not been reduced which is the purpose of the ETS. A carbon tax will better promote behavioral change by putting a price on carbon generating activities and indicate the environmental cost of the production of these goods. British Columbia introduced a carbon tax in 2008 which was revenue neutral because other taxes were reduced and fuel use has dropped more quickly than elsewhere in Canada. Over time the impact on consumers of a Carbon tax would reduce as behavior shifts towards other energy forms.

Q22

	What type of support for innovation and technology would best help New Zealand transition to a low-emissions economy?
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Consider subsidies for low-emissions and higher fees for higher emissions to promote the transition

Q23

	How can New Zealand harness the power of financial institutions to support a low-emissions transition?
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Entice financial institutions to focus their lending on sustainable business

Q26

	What are the main uncertainties affecting New Zealand businesses and households in considering investments relevant to a low-emissions future? What policies and institutions would provide greater confidence for investors
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Businesses and households require certainty for the effects of their investments; the sudden drop of electricity feed-in tariffs introduced by electricity distributors squashed calculations for early PV installations (businesses and households - like ourselves!) and talk about a potential "solar tax" (i.e. line charge for feed-in units) discourages private investment. A modest feed in tariff could be regulated for.

Reliable planning for renewable energy production as well as distribution (incl. long distance lines and storage) is required

Q28

	Is New Zealand's current statutory framework to deal with climate change adequate? What other types of legislation might be needed to effectively transition towards a low-emissions economy?
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NZ's commitment to reduce emissions is much too weak considering the unacceptably high and increasing per capita emissions. We have a target for 2030 but no integrated plan for achieving this. N.Z. has a number of government departments operating in silos and their own agendas. The model should be an independent Climate Change Act similar to the U.K.'s legislation.

Q29

Does New Zealand need an independent body to oversee New Zealand's domestic and international climate change commitments? What overseas examples offer useful models for New Zealand to consider?

Establishment of an independent body such as the U.K Climate Change Act n as proposed by the Parliamentary Commissioner for the Environment is required as Governments with 3-year terms tend to be too short-term focussed. However, it should not only "oversee NZ's domestic and int'l climate change commitments", but requires far reaching authority to entice Governments to do the necessary.

Q33

What are the main co-benefits of policies to support a low-emissions transition in New Zealand? How should they be valued and incorporated

Improved Health would be the main co-benefit: more walking & cycling, better food => less cost for health services

Q34

Who are the most important players in driving forward New Zealand's transition to a low-emissions economy?

The Green Party, organic organisations and farmers, individuals, Environmental Defence Society

Q35

What measures should exist (and at what scale and duration) to support businesses and households who have limited ability to avoid serious losses as a result of New Zealand's transition to a low-emissions economy?

Q39

What do you see as the main benefits and opportunities to New Zealand from a transition to a low-emissions economy?

NZ should be regarded as an ambitious and successful front runner for a low-emissions economy and society instead of being seen as the OECD country with much higher than average emissions.

NZ needs to re-affirm its clean-green image which is observed to be disappearing or even false.

Realities in line with the image will enable higher value tourism instead of mass tourism (over crowding), which can be detrimental for the environment and communities

Q40

What does your long-term vision for a low-emissions economy look like? Could a shared vision for New Zealand be created, and if so, how?

Our long-term vision for a low-emissions economy would make every New Zealand inhabitant happy, proud and healthy and make tourists want to come to enjoy the clean-green country, taking it as an example to copy for their own country. Innovation and reasonable business practices without greed, but with fairness should be common sense for the betterment of everyone in this society. NZ is a small country with a small population, in which positive changes should be possible rather quickly based on suitable incentives and disincentives. NZ's environment as well as global image has been suffering for more than a decade. Overcrowding of trampled paddocks, polluted rivers, erosion, wastefulness need to be a thing of the past.