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<b>Email</b>	
<b>A Zero Carbon Act is important to me because...</b>	<p>Our world is already showing the stresses upon the environment, flora and fauna from changes to our climate. There are risks here on many levels:</p> <p>I don't want to be part of the generation that triggered the next mass extinction.</p> <p>I see the effects on our national infrastructure and economy caused by changes in weather patterns. There is a major financial hit coming at a national, regional and local level which will only get worse if we don't take steps now... the later we leave things the more drastic the efforts we will have to make and the more it will cost us.</p> <p>If we look at the chaos in the world caused by mass migration it will be nothing compared to that caused by future climate shifts. Reports by both the Pentagon and CIA, available to the public, express in clear terms the major risks to world peace from climate conflict. We have our part to pay in this.</p>
<b>Q1. What process should the Government use to set a new emissions reduction target in legislation?</b>	The Government should set a target for 2050 in legislation I also support taking a science-based approach to ensure our efforts to reduce emissions are as impactful as possible: we should aim for negative levels of long-lived gases, while reducing short-lived gases to sustainable levels.
<b>Q2. If the Government sets a 2050 target now, which is the best target for New Zealand?</b>	The most ambitious target: reducing total greenhouse gases to net zero by 2050.
<b>Q3. How should New Zealand meet its targets?</b>	By using domestic emissions reductions only (including from new forest planting).
<b>Q4. Should the Zero Carbon Bill allow the 2050 target to be revised if circumstances change?</b>	The 2050 target should not be altered in response to "economic changes" as this undermines its long-term certainty. However, the ability to revise the 2050 target in light of major changes in scientific understanding or international agreements should be permitted.
<b>Q5. The Government proposes that three emissions budgets of five years each ( covering the next 15 years) be in place at any given time. Do you agree with this proposal?</b>	yes - I agree with 5-year budgets set 10-15 years in advance, so that 3 are in effect at all times.
<b>Q6 - Q7. Should the Government be able to alter emissions budgets?</b>	No - emissions budgets should not be altered in response to "economic changes" as this undermines their long-term certainty. However, the ability to revise budgets in light of major changes in scientific understanding or international agreements should be permitted.

<p><b>Q8. Do you agree with the proposed considerations that the Government and the Climate Commission will need to take into account when advising on and setting budgets?</b></p>	<p>I agree that the Government and the Climate Commission should take the following factors into consideration when advising on and setting budgets:</p> <ul style="list-style-type: none"> <li>• scientific knowledge regarding climate change</li> <li>• technology relevant to climate change</li> <li>• economic circumstances and the likely impact of a decision on the economy, as well as the competitiveness of particular sectors of the economy</li> <li>• fiscal circumstances and the likely impact of the decision on taxation, public spending and public borrowing</li> <li>• social circumstances and the likely impact of a decision on fuel poverty</li> <li>• energy policy and the likely impact of a decision on energy supplies and the carbon and energy intensity of the economy.</li> </ul>
<p><b>Q9. Should the Zero Carbon Bill require Governments to set out plans within a certain timeframe to achieve the emissions budgets?</b></p>	<p>Yes - we must learn from the mistakes of the UK's Climate Change Act and specify a strict time frame for producing a plan.</p>
<p><b>Q10. What are the most important issues for the Government to consider in setting plans to meet budgets? For example, who do we need to work with, what else needs to be considered?</b></p>	<p>The Government's policy plans to meet emission budgets should be comprehensive, fair, cost-effective, environmentally sustainable, and reflect a commitment to Te Tiriti o Waitangi.</p>
<p><b>Q11. The Government has proposed that the Climate Change Commission advises on and monitors New Zealand's progress towards its goals. Do you agree with these functions?</b></p>	<p>Yes - the Commission should not be a decision-making body.</p>
<p><b>Q12. What role do you think the Climate Change Commission should have in relation to the New Zealand Emissions Trading Scheme (NZ ETS)?</b></p>	<p>The Commission should advise the Government on policy settings in the NZ ETS. It should not make decisions itself with respect to the number of units available in the NZ ETS, or its implementation.</p>
<p><b>Q13. The Government has proposed that Climate Change Commissioners need to have a range of essential and desirable expertise. Do you agree with the proposed expertise?</b></p>	<p>I agree with the following collective expertise:</p> <ul style="list-style-type: none"> <li>• climate change policy (including emissions trading)</li> <li>• resource economics and impacts (including social impacts, labour markets and distribution)</li> <li>• te Tiriti o Waitangi, te reo me ona tikanga Māori and Māori interests</li> <li>• climate and environmental science including mātauranga Māori</li> <li>• experience with addressing adaptation challenges like planning, insurance and local government</li> <li>• risk management</li> <li>• engineering and/or infrastructure</li> <li>• community engagement and communications.</li> <li>• business competitiveness</li> <li>• knowledge of the public and private innovation and technology development system.</li> </ul> <p>I think expertise in public health is also important. By encouraging people out of internal combustion-engined cars and into active commuting we will offset chronic conditions caused by inactivity and pollution, and this will have a positive impact on health budgets. This will need engagement with city planning, transport and health agencies.</p>
<p><b>Q14. Do you think the Zero Carbon Bill should cover adapting to climate change?</b></p>	<p>Yes. This may require a separate adaptation sub-committee within the Climate Commission.</p>

<p><b>Q15. The Government has proposed a number of new functions to help us adapt to climate change. Do you agree with the proposed functions?</b></p>	<p>I agree with the proposed functions below, but recognise that nuance is required in terms of how local councils are involved:</p> <ul style="list-style-type: none"> <li>• a national climate change risk assessment</li> <li>• a national adaptation plan</li> <li>• regular review of progress towards implementing the national adaptation plan</li> <li>• an adaptation reporting power</li> </ul>
<p><b>Q16. Should the Government explore setting up a targeted adaptation reporting power that could see some organisations share information on their exposure to climate change risks?</b></p>	<p>Yes</p>
<p><b>Further comments</b></p>	<p>Every effort must be made to reduce the use of fossil fuels within our infrastructure. This included building national capacity for generation through geothermal, tidal, wind and solar sources.</p> <p>Houses should be encouraged through grants and loans to be as self-sufficient as possible by encouraging the use of domestic solar panels for energy generation, batteries for storage and better insulation, particularly through improved glazing.</p> <p>It is critical to win hearts and minds to move drivers from internal combustion-engined vehicles to electric ones. This means targeting benefits specific to different audiences.</p> <p>Most critical at this moment and in the future is to continue to invest in charging stations across the country (for long distance driving and tourism), and within large cities for local use. A lot of people could use the Gen 1 and Gen 2 Nissan Leaf for local and commuter purposes but they need to know they can get these shorter-range vehicles charged. Electric vehicles are expensive to buy so there has to be a running cost benefit through expansion of subsidized charging stations and holding back of road user taxes for EVs. Placing such charging stations at supermarkets, malls, public facilities such as arenas and pavilions and in civic car parks should be a priority.</p>