

Your submission to Zero Carbon Bill

Reference no: 4079

Submitter Type: Individual

Clause

1. What process should the Government use to set a new emissions reduction target in legislation?

Position

The Government sets a goal to reach net zero emissions by the second half of the century and the Climate Change Commission advises on the specific target for the Government to set later

Notes

Clause

2. If the Government sets a 2050 target now, which is the best target for New Zealand?

Position

Net Zero Long-Lived Gases and Stabilised Short-Lived Gases - Long-lived gases to net zero by 2050 while also stabilising short-lived gases

Notes

Clause

3. How should New Zealand meet its targets?

Position

Domestic emissions reductions only (including from new forest planting)

Notes

I feel it is important for NZ not to rely on other countries to achieve its emission reductions. This is important from a number of reasons, including to reinforce our "clean green" image, to show leadership in the global community, and to decrease our reliance on other countries.

Clause

4. Should the Zero Carbon Bill allow the 2050 target to be revised if circumstances change?

Position

Yes

Notes

Yes, including an upside change if circumstances are beneficial.

Clause

5. The Government proposes that three emissions budgets of five years each (i.e. covering the next 15 years) be in place at any given time. Do you agree with this proposal?

Position

Yes

Notes

Clause

6. Should the Government be able to alter the last emissions budget (i.e. furthest into the future)?

Position

Yes - each incoming Government should have the option to review the third budget in the sequence

Notes

I am concerned about NZ's competitiveness and that the transition may be affected by circumstances beyond NZ's control. Perhaps any review should include a recommendation (or a range) from the Climate Change Commission, and any change should be justified by the Govt.

Clause

7. Should the Government have the ability to review and adjust the second emissions budget within a specific range under exceptional circumstances? See p36 Our Climate Your Say

Position

Yes

Notes

Yes, but the threshold should be high. Also, upside adjustments should be supported.

Clause

8. Do you agree with the considerations we propose that the Government and the Climate Change Commission take into account when advising on and setting budgets? See p44 Our Climate Your Say

Position

Yes

Notes

Yes, but where the final outcome of an affected industry in a low carbon economy is obsolescence/irrelevance, then this should not impact on the transition. As an example we should not resist the transition the EVs to prevent economic losses to owners of petrol stations - owners of potentially stranded assets need to adapt or fail.

Clause

9. Should the Zero Carbon Bill require Governments to set out plans within a certain timeframe to achieve the emissions budgets?

Position

Yes

Notes**Clause**

11. 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? See p42 Our Climate Your Say

Position

Yes

Notes

Support advisory with mechanisms to hold the government to account.

Clause

12. What role do you think the Climate Change Commission should have in relation to the New Zealand Emissions Trading Scheme (NZ ETS)?

Position

Advising the Government on policy settings in the NZ ETS

Notes**Clause**

13. 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? See p45 Our Climate Your Say

Position

Yes

Notes**Clause**

14. Do you think the Zero Carbon Bill should cover adapting to climate change?

Position

Yes

Notes**Clause**

15. The Government has proposed a number of new functions to help us adapt to climate change. Do you agree with the proposed functions? See p47 Our Climate Your Say

Position

Yes

Notes**Clause**

Do you have any other comments you'd like to make?

Notes

I would like to see greater incentives for EVs. NZ has great existing infrastructure for EVs but very weak incentives - far lower than many other countries despite our clear advantages in this area. We also risk being a dumping ground for stranded ICE vehicles. There is significant pent up demand internationally for quality EVs and only limited production capacity (look at the Tesla Model 3 waiting list & the Hyundai Kona EV is sold out in many markets). We may also see ICE vehicles being more aggressively marketed in NZ as they lose market share to EVs internationally - this is an inevitable market response in countries without incentives or fuel efficiency requirements. My household will be replacing one of our vehicles at the end of the year and I am actively shopping for a suitable EV, however my options are either too expensive or unsuitable. I also consider the environmental benefits of PHEVs to be overstated, as well as economics not stacking up considering the additional upfront cost and maintenance. The feebate system proposed by the Productivity Commission would make the higher upfront cost of a suitable EV more palatable.

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