Consultation on setting New Zealand’s post-2020 climate change target

Contact information

Name    Richard Griffiths
Organisation (if applicable)
Address
Telephone
Email

Objectives for the contribution

Do you agree with these objectives for our contribution?  No

1b. What is most important to you?
I think the main objective should be to set an ambitious target and transition to a low emissions world as quickly as possible. I do not think that an ambitious target will have adverse effects on our economy or society. This is just scaremongering. Surely reducing our dependence on fossil fuels will reduce costs for businesses and households and make our economy more efficient in the long term.

Plus the costs of climate change are more likely to have negative impacts on society and our economy.

What would be a fair contribution for New Zealand?

2. What do you think the nature of New Zealand's emissions and economy means for the level of target that we set?
New Zealand's per capita CO2 emissions are almost double most European countries. Even when you strip out the contribution of agriculture we are still above these countries. In contrast our per capita GDP (2013 figures) is below the UK, France, Germany. Am I missing something or does this suggest these countries are producing more wealth with less fossil fuels and CO2 emissions? This suggests they are making more money by using less inputs (fossil fuels). We could make our economy more efficient by transitioning to a low carbon environment.

A high proportion of our contribution coming from agricultural is just an excuse, while a high proportion of renewable energy should be seen as a benefit not another excuse. All counties will have some advantages and disadvantages when it comes top setting targets, lets just get on an set an ambitious target.

On Page 8 of teh discussion document it states 'Our low population density has contributed to a high per capita use of road transport.' This sounds like an another excuse an ignores the reality of the situation. One-sixth of household car trips (trip chains) in New Zealand are under 2km long and almost half are less than 6km long. The driver was the sole vehicle occupant in two-thirds (68%) of trip legs in cars, vans and utes (source NZTA). It is more likely that low levels of investment in mass transport systems and the railway network plus perhaps people's laziness have contributed to a high per capita use of road transport. Transport contributes 17% of our total emissions so this should be seem as an opportunity for improvement rather than another excuse.

How will our contribution affect New Zealanders?

3. What level of cost is appropriate for New Zealand to reduce it's greenhouse gas emissions? For example, what
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Copy of your submission

would be a reasonable reduction in annual household consumption? I don't agree with all of what is said in the discussion document regarding the costs of an ambitious target. For example the document states 'the price of some goods and services will be higher (eg, electricity and vehicle fuel) Firstly I don't understand why electricity would be more expensive. Wind generation is one of the cheapest forms of new electricity generation and in New Zealand, wind farms do not receive subsidies.

Anyway if we assume that electricity increase as a result of our target surely if electricity and costs more people will just use it more efficiently. People will turn off lights and t...s when they aren't using them, install energy efficient light bulbs and appliance, insulate their home property etc etc. If fuel increases people will buy more fuel efficient cars, buy electric cars, or use their cars less and walk more.

I think we should match the EU an target 40% of 1990 levels. Even if this costs my household $1800 per annum I am prepared to pay it. I think it will make our economy and society stronger and more resilient in the long term. I would not describe my household as wealthy we are probably about average but we would find the money. Most households including mine waste a huge amount of money each year on stuff we don't need (sky subscription, glossy magazines, snack food, new shoes, coffee, new phones lottery tickets, soft drinks etc etc) I would be happy to give up some of these money wasters for meaningful action on climate change.

4. Of the opportunities for New Zealand to reduce its emissions (as outlined on page 15 of the discussion document), which do you think are the most likely to occur, or be most important for New Zealand? Transport is the obvious one as electric cars produce no emissions and most of our electricity is renewable.

I think there is still opportunity in electricity generation as renewable still only accounts for 80% and energy still contributes 22% of our total emissions. Could we not aim for 90 or 95 electricity generation from renewable sources.

industry and waste at 6% are also opportunities. If we could reduce industries contribution presumably that would make industry more efficient and the more competitive? I am not sure what waste means? Is this domestic rubbish? Recycling would be an obvious area for improvement. Also are there opportunity to use land fill gas to produce electricity???

Summary

5. How should New Zealand take into account the future uncertainties of technologies and costs when setting its target?
There will be uncertainties for all countries including those in Europe that have set ambitious targets. Lets match the Europeans and stop worrying about these uncertainties.

Other comments

6. Is there any further information you wish the Government to consider? Please explain.
The EU has set a target of 40% which has set the bar for everyone. We need to show our ambition and match this target or risk being left behind. If they can achieve it surely we can too. Lets not hid behind excuses or uncertainties. I am sure there are plenty of European countries facing big challenges and unusual circumstances. Lets stop whinging, set the target at 40% and get on with achieving it.
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