Setting New Zealand’s post-2020 climate change target

Submission form

The Government is seeking views on New Zealand’s post-2020 climate change contribution under the United Nations Framework Convention on Climate Change (UNFCCC).

You can have your say by making a submission using this form or using the online tool available at www.mfe.govt.nz/more/consultations.

For more information about this consultation:

- Read our Consultation on New Zealand’s post-2020 international climate change contribution web page
- Read our discussion document: New Zealand’s Climate Change Target: Our contribution to the new international climate change agreement

Submissions close at 5.00pm on Wednesday 3 June 2015.

Publishing and releasing submissions

All or part of any written submission (including names of submitters), may be published on the Ministry for the Environment’s website www.mfe.govt.nz. Unless you clearly specify otherwise in your submission, we will consider that you have consented to website posting of both your submission and your name.

Contents of submissions may be released to the public under the Official Information Act 1982 following requests to the Ministry for the Environment (including via email). Please advise if you have any objection to the release of any information contained in a submission and, in particular, which part(s) you consider should be withheld, together with the reason(s) for withholding the information. We will take into account all such objections when responding to requests for copies of, and information on, submissions to this consultation under the Official Information Act.

The Privacy Act 1993 applies certain principles about the collection, use and disclosure of information about individuals by various agencies, including the Ministry for the Environment. It governs access by individuals to information about themselves held by agencies. Any personal information you supply to the Ministry in the course of making a submission will be used by the Ministry only in relation to the matters covered by this consultation. Please clearly indicate in your submission if you do not wish your name to be included in any summary of submissions that the Ministry may publish.
Questions to guide your feedback

Your submission may address any aspect of the discussion document, but we would appreciate you paying particular attention to the questions posed throughout and listed in this form. You may answer some or all of the questions. To ensure your point of view is clearly understood, you should explain your rationale and provide supporting evidence where appropriate.

Contact information

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Objectives for the contribution

1a. We have set the following three objectives for our contribution:

- it is seen as a fair and ambitious contribution – both by international and domestic audiences
- costs and impacts on society are managed appropriately
- it must guide New Zealand over the long term in the global transition to a low emissions world.

Do you agree with these objectives for our contribution?

[ ] Yes

[ ] No

1b. What is most important to you?

Maximise rail and marine transport, and minimise road transport not only on the basis of reducing GHG, but also to accrue a number of other social benefits to our society e.g. less road congestion, less pollution, less accidents etc.

New Zealand should move purposefully to being a leader in low-energy, and organic farming and food production.
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?

The current nature of NZ’s economy has been based on cheap oil. My grandfather bought his first tractor in 1937. Until then he farmed with horses. The future nature of NZ’s economy and emissions needs to be predicated on zero mineral oil just as it has been successfully based on zero nuclear energy. NZ is a fortunate and blessed land in many ways in terms of our resources and isolation. We are an innovative people. We need to become more resourceful and less wasteful as our forefathers were. I think we need to set bold targets for GHG emission reductions as we are well placed to be an example to many other countries; large and small; rich and poor. We need to show leadership on GHG emission reductions.

How will our contribution affect New Zealanders?

3. What level of cost is appropriate for New Zealand to reduce its greenhouse gas emissions? For example, what do you think would be a reasonable impact on annual household consumption?

Reduced international air travel on average. Less household consumerism on non-essentials and luxuries.

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?

Fuel and energy efficiency especially in transport, industry and households.

Summary

5. How should New Zealand take into account the future uncertainties of technologies and costs when setting its target?

In many areas of fuel and energy reduction (especially moving freight from road to rail) there are existing proven and certain technologies that are used all over the world. Our rail system is antiquated and seemingly locked into a mindset that might have been relevant 30 to 40 years ago – not today and not into the future. I would suggest in terms of freight transport by rail, North America has many answers for us. In terms of passenger transport by rail for urban areas I would suggest Hong Kong or Zurich or anyone of a number of metropolitan cities has lessons for us.

Other comments

6. Is there any further information you wish the Government to consider? Please explain.
The government needs to consider a Railway Agency to provide safe, reliable, energy efficient railway infrastructure for Railway Operators to use. The Railway Agency would be separate from the NZTA (which has a focus on roading) and KiwiRail (which is investing and locking the country into an antiquated railway system that will continue to be inefficient). KiwiRail could be a Railway Operator along with others to lease track time from the Railway Agency. The Railway Agency will upgrade and expand the existing railway network to allow heavier and faster trains. The upgrade will improve safety and reliability. Progressively more and more electrification will be available for Railway Operators to use.

**When your submission is complete**

Email your completed submission to climate.contribution@mfe.govt.nz or post to Climate Change Contribution Consultation, Ministry for the Environment, PO Box 10362, Wellington 6143.

*Submissions close at 5.00pm on Wednesday 3 June 2015.*