

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



Copy of your submission

Contact information

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Objectives for the contribution

Do you agree with these objectives for our contribution? Yes

1b. What is most important to you? Make a real contribution

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 target is completely unambitious nonsense that could only have been written by technical illiterates (i.e by economists and generic policy analysts)

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 would be a reasonable reduction in annual household consumption?

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?

Summary

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

Costs will be overstated and benefits will be ignored as usual. A general economic equilibrium model will always give costs of any action as being to high, its hard wired into its programming after all.

Other comments

6. Is there any further information you wish the Government to consider? Please explain.
NZ needs to focus on tangible real EE/RE/CCS etc actions over BAU if we are to actually reduce our emissions. I made a start on this back in 1989 re what would be needed for NZ to domestically meet its then official 20% CO2 reduction by 2000 Toronto Goal (of 1988) ambition - this was thankfully before expired validity Ukrainian hot air could be bought for cents per tonne and used to meet commitments of zero environmental integrity, which is the core of NZ's current strategy/discussion document although of course this is not explicitly stated.

I eventually was able to get "Energy Management and the Greenhouse Effect" published in January 1991

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as an official discussion Ministry of Commerce document, with lots of superfluous buzz words and waffle added to get it published.

So GHG mitigation (as we would call it now) requires lots of things to be made to happen that will make a significant domestic reduction. For example electric cars are all the rage, but in reality are unlikely to reduce GHG emissions by more than a few thousand tonnes of CO₂e by 2030. Just like hybrid petrol-electric cars now maybe make a few thousand (at most) tonnes of CO₂e of real GHG reductions, and they have been commercially available in NZ since 2001. Serious GHG reduction technologies just don't mass deploy in decades without serious subsidy and technical and marketing support help. Without serious subsidies electric cars are just not going to happen in significant numbers, nor should they as diesel and petrol electric hybrids already exist and could be deployed for greater GHG reductions at lower cost.

We need slices of 100,000 tonnes each.

Reforming RUCs for light vehicles to give 2-3 new categories under 3.5 tonnes so say 50% of our new light vehicle fleet are Euro 6 ultra clean diesels (as would probably be economic) if they paid a fair tax contribution to roads would no doubt save probably a million tons/yr by 2040/50.

Moving line haul overnight freight from AKL-WLG onto electric rail freight would give a respectable reduction in possibly 100,000 tons/yr terms.

This is what we need to challenge to govt to discuss, everything else is mere distraction.