**Call for evidence**

We are calling for evidence on options available to reduce greenhouse gas emissions over the period 2022 to 2035.

**Why are we doing this?**

The Interim Climate Change Committee is the precursor to the proposed Climate Change Commission, expected to be established in late 2019 under the Zero Carbon Bill[[1]](#footnote-1). The Bill provides a framework to help New Zealand deliver on the objectives of the Paris Agreement.

A key part of the proposed Commission’s work will be to advise the Government on emissions budgets.

Emissions budgets set the total emissions of all greenhouse gases permitted in the relevant budget period. The Government will set emissions budgets based on the proposed Commission’s advice.

**Why are we doing this now?**

We are running this call for evidence now as foundation work for the proposed Climate Change Commission to enable it to start work immediately as soon as it is set up.

It will help identify relevant information for developing these emissions budgets, and to maintain a broad, robust and transparent approach in developing the proposed Commission’s evidence base.

We have been asked to do this through our [Terms of Reference](https://www.iccc.mfe.govt.nz/assets/PDF_Library/57c3716753/AMENDED-Terms-of-Reference-for-the-Interim-Climate-Change-Committee-May-Dec-2019.pdf). This work is also outlined in our letter to the Minister for Climate Change on 7 May 2019 [here](https://www.iccc.mfe.govt.nz/our-news/updates-from-the-chair/iccc-work-programme-from-1-may-2019/).

**What are we looking for?**

We are looking for high-quality, credible, evidence that will support the proposed Commission’s work on emissions budgets. This is likely to include knowledge and evidence of technologies and options to reduce emissions, and the economic, environmental, cultural and social impacts of them. We are not looking for personal views or opinions.

**What if I have already made submissions on similar topics?**

If you have already submitted evidence as part of consultation run by Government agencies, such as the Zero Carbon Bill or the Ministry of Transport’s Clean Car Standard and Discount, then we are happy for you to point us to those submissions, noting the key information or material that relates to our call for evidence.

**What will we do with the evidence we gather?**

We will use this information to inform our initial work on emissions budgets and add to the evidence base the proposed Commission will draw upon.

**Confidentiality and data protection**

All or part of any written response (including the names of respondents) may be published on our website [www.iccc.mfe.govt.nz](http://www.iccc.mfe.govt.nz). Unless you clearly specify otherwise, we will consider that you have consented to both your name and response being published.

Please be aware that any responses may be captured by the Official Information Act 1982. Please advise us if you have any objection to the release of any information contained in your response, including commercially sensitive information, 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, responses to this document 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 Interim Climate Change Committee. It governs access by individuals to information about themselves held by agencies. Any personal information you supply to the Committee in the course of making a response will be used by the Committee only in relation to the matters covered by this document. Please clearly indicate in your response if you do not wish your name to be included in any summary of responses that the Committee may publish.

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**Call for evidence: response form**

We are looking for responses that are evidence-based, with data and references included where possible. Please limit your response to each question to a maximum of 400 words, plus links to supporting evidence, using the template provided. Please answer only those questions where you have particular expertise or experience.

We recommend that you refer to the Climate Change Response (Zero Carbon) Amendment Bill when considering your answers, which can be found [here](http://www.legislation.govt.nz/bill/government/2019/0136/latest/LMS183736.html).

If you have any questions about completing the call for evidence, please contact us via [feedback@ICCC.mfe.govt.nz](mailto:feedback@ICCC.mfe.govt.nz). Please include a contact number in case we need to talk to you about your query.

Please email your completed form by **12 noon, Friday 15 November 2019** to [feedback@ICCC.mfe.govt.nz](mailto:feedback@ICCC.mfe.govt.nz).We may follow up for more detail where appropriate.

**Contact details**

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| *Name and/or organisation* | *Big Street Bikers* |
| *Postal Address* |  |
| *Telephone number* |  |
| *Email address* |  |

**Submissions on similar topics**

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| *Please indicate any other submissions you have made on relevant topics, noting the particular material or information you think we should be aware of.* |
| *Answer: N/A* |

**Commercially sensitive information**

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| *Do you have any objection to the release of any information contained in your response, including commercially sensitive information?*  *If yes, which part(s) do you consider should be withheld, together with the reason(s) for withholding this information.* |
| *Answer: No, we do not have issue with privacy or circulation of this information.* |

**Questions for consideration:**

**Section A The first three emissions budgets**

Under the proposed Zero Carbon Bill, the proposed Commission will have to provide advice to government on the levels of emissions budgets over the coming decades.

Currently, the Zero Carbon Bill requires budgets to be set from 2022-2035 (three separate budgets covering 2022-2025, 2026-2030, and 2031-2035). When preparing this advice the proposed Commission will have to consider the implications of those budgets for meeting the 2050 target. The Commission will also need to consider the likely economic effects (positive and negative) of its advice.

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| *Question 1:*  *In your area of expertise or experience, what are the specific proven and emerging options to reduce emissions to 2035? What are the likely costs, benefits and wider impacts of these options? Please provide evidence and/or data to support your assessment.* |
| *Answer:*  *Electric mobility with the aim of replacing the current 47% of car trips <5km radius and/or include the driver alone[[2]](#footnote-2).*  New Zealand wide, cars—contributing to congestion, pollution, fatalities and health and societal costs—are still favoured over other forms of transport. This global issue is notably entrenched in Aotearoa New Zealand where we have the fourth largest car ownership rate in the world[[3]](#footnote-3). Electric Mobility including ebike use increases health and wellbeing, reducing impact on infrastructure and environment. An Electric Mobility Network supports a mode shift to electric transport, immediately addressing the significant barrier of risk of theft (as ebike and other modes increase in value, see increasing theft across NZ[[4]](#footnote-4) and localised hotspots such as Christchurch where bike use is higher than average[[5]](#footnote-5)). The network consists of key infrastructure to support use of electric transport such as ebikes, scooters and other modes.  Ebiking is an immediate and sustainable alternative to public transport for short to medium trips[[6]](#footnote-6). E-bikes are expanding ‘active transport radii’and making ‘trip-chaining’ easier for active transport users[[7]](#footnote-7). With the arrival of electric ferries and use of other e-transport such as trains, trip chaining over considerable distances is realistic with the final 5-10km or thereabouts achieved by ebike with all the concomitant flexibility of route that this enables.  Existing infrastructure investments by local and central government are enhanced and promoted via ebike networks, increasing utilisation and encouraging mode-shifts to active, accessible carbon zero transport. After it built a cycling network, New Plymouth saw a 35 per cent increase in cycling between 2006 and 2013, and increases in the numbers of people commuting by bike on shared pathways were reported in excess of 50 percent.  Ebiking provides improved transport choice, creating increased productivity by reducing demand on limited roading capacity and improved experiences for visitors and residents. Furthermore, ebiking increases accessibility across age, gender (ebiking is regularly reported to increase participation by women) and socioeconomic groups while improving overall health and wellbeing as an active transport mode, and decreasing congestion and pollution[[8]](#footnote-8).  Current passenger transport relies on outmoded, infrastructure-heavy solutions fuelled by limited and rapidly dwindling resources. Mass transit solutions across our nation still largely rely on diesel fuelled buses. Neither provide sustainable solutions and do nothing to support New Zealand’s clean green image.  An accessible network of electric bikes presents a real alternative to this situation, now. Electric Mobility Network provides momentum toward a mode-shift from fossil fuel reliant toward carbon zero transport. Even incremental shifts in this direction are being demonstrated to bring with them positive change. The change comprises economic and societal benefits toward healthier, smarter towns, cities and their communities.  E-bikes widen access to active transport, evidenced by data showing they are making active transport more realistic for women [e-bike counts on the Northwestern cycleway] “women represented 27% cyclists, they made up 41% of e-cyclists”. At less cost than a two-stage (which is well within the inner city suburbs) per day bus fare, in Auckland, we can offer ride-to-own access to ebikes. This increases the transport equality across our country where socioeconomic and geographic barriers stand in the way of transport freedom and pointedly commute options.  Investment in electric mobility infrastructure represents relatively small costs for large gains when compared with investment in conventional roading and mass transit solutions. For a country such as ours it makes sense to prioritise such cost benefit solutions given the dispersed population profiles and the huge potential for sustainable, healthy growth.[[9]](#footnote-9) |

Please note, as we only became aware of this submission on the afternoon prior to deadline, this is an incomplete document. We trust the small amount of detail provided at least represents food for thought regarding electric mobility as a key tool to create positive, carbon reducing change, now. We hope to have an opportunity to better present evidence and strategy to the committee in the future.

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| *Question 2:*  *In your areas of expertise or experience, what actions or interventions may be required by 2035 to prepare for meeting the 2050 target set out in the Bill? Please provide evidence and/or data to support your assessment.* |
| *Answer:* |
| *Question 3:*  *In your areas of expertise or experience, what potential is there for changes in consumer, individual or household behaviour to deliver emissions reductions to 2035? Please provide evidence and/or data to support your assessment.* |
| *Answer:* |

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| *Question 4:*  *When advising on the first three emissions budgets and how to achieve the 2050 target, what do you think the proposed Commission should take into account when considering the balance between reducing greenhouse gas emissions and removing carbon dioxide from the atmosphere (including via forestry)?* |
| *Answer:*  It will always be preferable to prevent emissions rather than emit and sequester. As laid out in the first answer—electric mobility is a way to reduce carbon, now. Not only this but it provides a wide range of societal benefits in overall health (mental and physical) and wellbeing: The health and safety benefits from a just a 5% mode shift from car to bicycle travel for short urban trips in NZ are worth an estimated $200 million[[10]](#footnote-10) |

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| *Question 5:*  *What circumstances and/or reasons do you think would justify permitting the use of offshore mitigation for meeting each of the first three emissions budgets? And if so, how could the proposed Commission determine an appropriate limit on their use?* |
| *Answer:* |

**Section B Emissions reduction policies and interventions**

The proposed Commission will also need to consider the types of policies required to achieve the budgets it proposes. This consideration should include:

* sector-specific policies (for example in transport or industrial heat) to reduce emissions and increase removals, and
* the interactions between sectors and the capability of those sectors to adapt to the effects of climate change.

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| *Question 6:*  *What sector-specific policies do you think the proposed Commission should consider to help meet the first emissions budgets from 2022-35? What evidence is there to suggest they would be effective?* |
| *Answer:* |

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| *Question 7:*  *What cross-sector policies do you think the proposed Commission should consider to help meet the first emissions budgets from 2022-35? What evidence is there to suggest they would be effective?* |
| *Answer:* |

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| *Question 8:*  *What policies (sector-specific or cross-sector) do you think are needed now to prepare for meeting budgets beyond 2035? What evidence supports your answer?* |
| *Answer:* |

**Section C Impacts of emissions budgets**

The proposed Commission will need to consider the potential social, cultural, economic and environmental impacts of emission budgets on New Zealanders, including how any impacts may fall across regions and communities, and from generation to generation. Potential impacts may be either positive or negative.

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| *Question 9:*  *What evidence do you think the proposed Commission should draw upon to assess the impacts of emissions budgets?* |
| *Answer:* |
| *Question 10:*  *What policies do you think the proposed Commission should consider to manage any impacts of meeting emissions budgets? Please provide evidence and/or data to support your assessment.* |
| *Answer:* |

**Section D Other considerations, evidence or experience**

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| *Question 11:*  *Do you have any further evidence which you believe would support the future Commission’s work on emissions budgets and emissions reduction policies and interventions?* |
| *Answer:* |

Please email your completed form to [feedback@ICCC.mfe.govt.nz](mailto:feedback@ICCC.mfe.govt.nz) by **12 noon, Friday 15 November 2019.**

If you have any questions about completing the call for evidence, please contact us via [feedback@ICCC.mfe.govt.nz](mailto:feedback@ICCC.mfe.govt.nz).

1. Climate Change Response (Zero Carbon) Amendment Bill: <http://www.legislation.govt.nz/bill/government/2019/0136/latest/LMS183736.html>. [↑](#footnote-ref-1)
2. Ministry Of Transport. New Zealand Household Travel Survey 2015-2017, Travel By Residents Of Auckland Area (All Ages). (Wellington, 2018) **In** Electric City: E-bikes and the future of cycling in New Zealand (2018) Wild, K & A. Woodward [↑](#footnote-ref-2)
3. [Environmental Health Indicators New Zealand Vehicles 2000-2016](http://www.ehinz.ac.nz/assets/Factsheets/Released-2017/NumberOfVehiclesInNZ2000-2016-release201710.pdf) [↑](#footnote-ref-3)
4. <https://www.nzherald.co.nz/nz/news/article.cfm?c_id=1&objectid=12244671> [↑](#footnote-ref-4)
5. Canterbury experiences the highest reported bicycle theft incidences in NZ—over 30% more than Auckland (NZ wide 2015-2018 12,654 bicycle theft instances) [↑](#footnote-ref-5)
6. Electric City Ebikes and the Future of Cycling UoA [↑](#footnote-ref-6)
7. **Trip chaining** is a relatively new way to look at the series of **trips** made by people every day, At its most basic level, a **chained trip** includes a stop on the way to another destination. [↑](#footnote-ref-7)
8. Electric City Ebikes and the Future of Cycling UoA [↑](#footnote-ref-8)
9. Mizdrak A, Blakely T, Cleghorn CL, Cobiac LJ (2019) Potential of active transport to improve health, reduce healthcare costs, and reduce greenhouse gas emissions: A modelling study. PLoS ONE 14(7): e0219316. <https://doi.org/10.1371/journal.pone.0219316> [↑](#footnote-ref-9)
10. 1. Lindsay, G., Macmillan, A. & Woodward, A. Moving urban trips from cars to bicycles: impact on health and emissions. *Australian and New Zealand Journal of Public Health* 35, 54-60, (2011).

    [↑](#footnote-ref-10)