

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 Bill¹. 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](#). This work is also outlined in our letter to the Minister for Climate Change on 7 May 2019 [here](#).

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.

¹ Climate Change Response (Zero Carbon) Amendment Bill:
<http://www.legislation.govt.nz/bill/government/2019/0136/latest/LMS183736.html>.

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. 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.



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](#).

If you have any questions about completing the call for evidence, please contact us via 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. We may follow up for more detail where appropriate.

Contact details

Name and/or organisation	<i>Dr. Paul Winton representing a not-for-profit project called The 1point5 Project – www.1point5.org.nz</i>
Postal Address	
Telephone number	
Email address	

Submissions on similar topics

<i>Please indicate any other submissions you have made on relevant topics, noting the particular material or information you think we should be aware of.</i>
<i>Answer: Submission (verbal) on the Zero Carbon Bill under my name, written submission on the Auckland Climate Action Plan</i>

Commercially sensitive information

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

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.

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: We have undertaken analysis, by sector, considering technical, economic and political issues and assessed how to get to ~60% reduction in GHG (GWP basis, 2017 reference year) by 2030. This understandable requires some assumptions and judgements which are themselves being update as technology, economics and political will shifts.

I will focus commentary on people transport which we have dug into deeply and which represents ~60% of 14m tonnes of emissions. In short, if we focus on three things we will reduce these emissions by ~70-80%

- 1. Support adoption of electric (zero emissions) cars to arrive at new-to-fleet vehicles being around 60% of additions by 2025 (similar to Norway new car sales today). Assuming an S-curve of adoption similar to Norway today, then ~one third of the light fleet will be electric by 2030. If the focus is on higher km / yr vehicles this number need not be as high (~20% of the fleet cover ~50%) of the emissions.*

2. Reduce emissions per km for the whole fleet similar to Japan new-car average of fleet (108gm / km) in 2014 by 2030. I have assumed 120gm/km versus current of ~180-200gm / km
3. Vehicle occupancy increases from 1.5 to 2.0. This is mathematically simple but politically challenging and largely sits in the hands of local government.

I have a full excel model with source data for this, inc. all assumptions, if this is of value so please drop me a note on the email above. Best talked through!

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: Policies to support this above including (am working on this now)

- *Zero emissions vehicle adoption and low emissions vehicles*
 - *using feebate-type models that equitably penalise high emissions e.g. Norway, currently proposed policies from Julie-Anne Genter/NZTA.*
 - *Emissions standards ratched up from currently proposed – current mechanism good, levels not tight enough*
 - *Zero emissions zones (refer many EU cities)*
- *Vehicle occupancy*
 - *T2/T3 lanes*
 - *HOV parking*
- *Mode shift however note that most person-km-travelled (~90%) are in light vehicles today and currently proposed and likely public transport initiatives are unlikely to make a dent in road-pkt given population growth (at least in major urban areas). I have modelled this in detail for Auckland and have source data etc so drop me a note if interested.*

See attached submission for Auckland Climate Action Plan

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: Option but more limited in transport for people – requires system support and change. There are currently inadequate alternatives for people today. E.g. if anyone gave

up cars tomorrow the public system would crash

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: *Develop the abatement curve inc economics but in practice you should eliminate carbon emssions as a priority. Trees are a good delay tool but economics become challenging and we risk having a carbon bomb with climate change*

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: *That's hard. Political question. I support the current NZ-first policy at least for fossil fuels.*

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.

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:

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:

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.

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

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: I have deep understanding of consumer sentiment following a national survey where we have emulated the work of George Mason and Yale Universities to understand where the citizens are. This matters massively for policy design and some of the stuff we've done is hard for government to emulate. Yell out if you'd be interested in seeing it.

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