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SUMMARY OF RECOMMENDATIONS

General

- We encourage individuals, groups, businesses and community sectors – and local government – to respond to the current process of consultation on the ratification of the Kyoto Protocol. It is important that feedback be received from as wide a cross section of society as possible.
- Every endeavour should be made to encourage the United States of America, as the single largest emitter of greenhouse gases, to join the global effort to reduce emissions.
- There is a need to develop agreements that will facilitate the involvement of developing countries in reducing global greenhouse gas emissions.

Recommendations to the Government

We recommend to the Government as follows:

Sources of greenhouse gas emissions

1. That priority be given to research to align known sources of greenhouse gas emissions with an assessment of which agencies, organisations and sectors can effectively and practically influence them, and how emission reduction can be achieved.
2. That relevant agencies investigate the feasibility of providing a regional breakdown of sources of greenhouse gas emissions in a form that will assist councils to assess how they can contribute to New Zealand's climate change targets.

National Energy Efficiency and Conservation Strategy

3. That, where possible, funding and targets to implement the National Energy Efficiency and Conservation Strategy be separately and clearly identified in relevant Estimates documents, purchase agreements and statements of service performance.
4. That progress against the objectives, measures of achievement, key milestones and timeframes in the National Energy Efficiency and Conservation Strategy itself be reported on regularly, possibly through the annual report of the Energy Efficiency and Conservation Authority.

Potential contribution of local government

Education and information

5. That easily accessible education resources be provided to local government for its use in informing the public of ways to reduce greenhouse gas emissions, and of the benefits that arise from doing so, including through improved building design and construction

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incorporating passive solar features and energy efficiency, and solid waste minimisation and management.

6. That local government be encouraged to liaise closely with the Energy Efficiency and Conservation Authority, Building Research Association of New Zealand, professional organisations and home owners to maximise awareness of the potential for energy efficient and solar design.

Transport strategies

7. That the Land Transport Act 1998 be amended, or a national land transport strategy be issued, to clarify that regional land transport strategies should emphasise sustainability and should specifically consider how to reduce greenhouse gas emissions.
8. That, if and when regional land transport strategies have been prepared with a greater emphasis on sustainability, a stronger linkage be established between regional land transport strategies and funding mechanisms.

Public transport and alternatives to roading

9. That clear policies and frameworks be developed for co-ordinating and facilitating local government initiatives for enhancing public transport or for improving the energy efficiency of transport across different modes.
10. That urgent work be undertaken to reduce the fragmentation of responsibilities affecting the provision of public transport and alternatives to roading.
11. That local government be given greater flexibility to influence or participate in public transport activities.

Cycling and walking

12. That modes such as cycling and walking be highlighted as part of the development of the New Zealand Transport Strategy.

Planning functions

13. That the role of the Resource Management Act 1991 in addressing greenhouse gas emissions be clarified.
14. That, through the Ministry for the Environment's work on 'sustainable urban form', greater guidance be provided to councils about how urban form (particularly in terms of co-location of facilities) may lead to efficiencies in transport and infrastructure and the reduction of greenhouse gases.
15. That legislation require regional land transport strategies, once they are required to be sustainable, to be reflected in the next generation of district plans.

Agricultural emissions

16. That priority be accorded to providing guidance and assistance with farming techniques and rural land use decisions that have implications for greenhouse gas emissions.
17. That existing programmes to assist regional councils and other organisations (such as **landcare** groups) in working with farmers to promote sustainable farming practices be broadened to include an emphasis on reducing greenhouse gas emissions and enhancing sinks
18. That research identify potential impacts on agriculture arising from climate change, as well as possible ways to minimise threats to the sector and maximise opportunities.

Afforestation and conservation

19. That a strategy be developed to balance the benefits of increasing long-term carbon sinks with the need to protect and enhance indigenous biodiversity.
20. That an active education programme promote voluntary conservation and afforestation.

Adaptive responses

- 2 1. That relevant government agencies emphasise to local government the importance of focusing both on reducing greenhouse gas emissions and on identifying, planning for and adapting to potential impacts of climate change.

Barriers to local government action**Need for integrated policy mix**

22. That a single agency be given responsibility for assessing all government policy proposals in terms of their implications for climate change and sustainability, and that this agency be adequately **resourced** to discharge this responsibility.
23. That all strategies and programmes identified as comprising part of New Zealand's overall climate change response be assessed – either before implementation or (if already implemented) as soon as possible – against previously stated climate change policy expectations and where necessary revised to address these expectations.

Transport funding

24. That the principal objective of Transfund New Zealand, as set out in the Transit New Zealand Act 1989, be amended from “a safe and efficient roading system” to be “a safe, efficient and sustainable transport system”.
25. That consideration be given to whether Transfund New Zealand's role should be that of an agency with a more integrated

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implementation, co-ordination and funding function, to address the full spectrum of issues raised in regional land transport strategies (and any national strategy that may eventuate).

26. That more funding be provided for public transport infrastructure and other 'alternatives to roading' and that Transfund New Zealand procedures be reformed to facilitate the switching of funds between roads and alternatives.
27. That regional councils be enabled to let multi-year contracts, with a view to encouraging investment by providers.

Electricity generation

28. That a mechanism be implemented to consider directly and avoid or mitigate the greenhouse gas emissions of proposed new major electricity plants, at least until climate change policy instruments have brought about significant pricing signals.

Research and information

29. That emphasis be placed on increasing public awareness of climate change issues, and that priority be given to research into and publication of information about potential national, regional and local impacts of climate change.

Reporting on progress

30. That the first Climate Protection bill require the agency responsible for the national inventory of greenhouse gas emissions and removals to report to Parliament on climate change issues and progress on an annual basis.
31. That the national inventory be reported 'live' through the internet.
32. That, as recommended by the Controller and Auditor-General, the various agencies responsible for climate change matters prepare a single report each year to provide Parliament with a clear picture of climate change issues and progress.

Partnership approach with local government

33. That the Government maintain an active partnership approach with local government in respect of climate change issues, ensuring adequate support and guidance is available, along with funding where appropriate.