

Council

**Wednesday, 29 May 2002
Commencing at 5.30 pm**

REPORT OF THE MAYOR

**SUPPLEMENT TO THE AGENDA FOR AN ORDINARY MEETING OF THE COUNCIL
TO BE HELD IN THE CIVIC CENTRE, 6 WAIPAREIRA AVENUE, LINCOLN,
WAITAKERE CITY, ON WEDNESDAY, 29 MAY 2002,
COMMENCING AT 5.30 PM.**

PART B - REPORT OF THE MAYOR

Following a presentation to the Mayoral Forum by Grant Kirby (the government's appointed representative on transport) I felt that it was necessary to try and negotiate a package of new-generation trains that would make sense for the western line. It was clearly not getting the support I felt necessary from either Mr Kirby or the Auckland Regional Council. Both of these parties had in place a major alternative proposal, which would see the return of old stock, often up to thirty years old, being passed off as new transport that would alleviate the road congestion, heading towards the Britomart complex. Few here are convinced.

I, together with the Waitakere planners, negotiators, Councillors and Community Board Members felt that there must be a better way. After reading the background to the French-Canadian company Bombardier (pronounced bob-BAR-dee-er), I decided to go to Melbourne and Sydney and look at their operation, and their capacity to build new generation trains, on time and to the right price.

The three-day visit took into consideration the major international players - Siemens (who had provided an extremely professional service on their company and delivery here in New Zealand), and Alstom (who have the contract for Tranz Rail and so are a local player of sorts). All these players understand the condition of the western line and our requirements, and all felt that the Auckland region is being dealt very poorly in setting their goals and aspirations so low. All believe that using old stock passed off as new will not increase usage - in fact the reverse may occur. Like me they believe that the effect of bringing the old stuff back on the line will in fact poison a generation of possible rail users to get the necessary high volume of commuter usage, and make it almost impossible without huge incentive-marketing.

The other good idea that emerged is that instead of under-grounding the road at Totara Avenue to allow a double track to operate smoothly on the roundabout in the New Lynn town centre, these new train options would be allowed to move off the track at Avondale, down Great North Road with the traffic, and re-join on the Great North Road around the shopping complex before Titirangi.

In Australia we found the solution to the Waitakere line. By the way the western line starts at, Britomart, not start at Mt Eden or Mt Albert. We must always consider Britomart as the hub of our commuter community. We must also start to talk of smart trains - for indeed they are. Smooth-riding, state of the art, wonderful, stylish and very affordable. They are the revolutionary system with the capacity to pull people out of their cars and into a new way of living.

It was encouraging to have the respected Australian rail experts agreeing with the Waitakere strategy. Railway people by the very nature are hard-nosed, competitive and totally passenger oriented (how different from the Tranz Rail culture). In just three days, we found a willingness to talk openly about our problems and our solutions. The global return of light and smart rail to the European cities, the cities of eastern Asia and now throughout Australia, means that we are not against a global trend. Waitakere City would like to be part of a regional transport answer that is sustainable, exciting, and well-used. The smart train option is ideally suited, and the timeframe is also acceptable to our transport planners at Council. What is now important is that the Auckland Regional Council - whose job it is to put out the tendering system - includes the smart rail option.

Councillors will have seen the New Zealand Herald report recording that we have received one acknowledgement that a two-year delivery time is possible. This is an extraordinary breakthrough considering the information that we were given previously on what was possible.



In Melbourne we met with representatives of three different rail rolling stock suppliers. We explained that the region is moving to call for tenders for new heavy diesel rolling stock, but that we were hoping there would be a viable option that would protect the ability to go off-corridor and did not require the cost of immediate electrification. That is, we were looking for a vehicle that had diesel/electric capability, that could be delivered within a 24 - 30 month time frame, for around \$5.8m per vehicle. We found not one such option but several.

I met with Alan Burns, the Sales and Marketing Manager of Bombardier Transportation, together with a number of his senior staff and our New Zealand contact, Philip Kean of Terra Firma. Alan had received the former Deputy Mayor Dorothy Wilson and Council Strategist Ann Magee in the mid-1990s and showed us around the German super-rail manufacturing plants in Dresden and Berlin. He had just returned from Perth where he had just successfully negotiated a successful rail deal of around \$480 million, so he was in great form, and enthusiastic about what New Zealand should do. The Perth system, which appeared early this month on TV1's Assignment programme, was considered to be a way forward for New Zealand.

Another issue we raised was freight train usage on the western line overnight. A consequence of heavy freight usage is that we will not get the perfectly smooth ride that other cities have, because of the impact of industrial tonnage on rail alignments (although it does not affect safety, over time they will simply tear the system slightly askew). It would seem to make sense that heavy freight should use only one of the lines between Henderson and the Southern Corridor. In this way one track would always remain pristine and one would give a slightly bumpy journey.

We also questioned the varying height of station platforms. Waitakere City must lower the many hundred-year-old station platforms to a step-on-step-off ramp. This is a major for commuter traffic - the ease of entry and exit - particularly for prams, older people, and speed of access for running on time. We also need to look at new stations and realign the older ones. Possible sites include Bruce McLaren Road and Ranui/Swanson.

In the afternoon we met with Brian Luber, General Manager Transport Systems, Siemens. They had a delivery being tested at the suburban plant, and Jeff and I went out there to ride on the under-wraps machine. Although more bulky than the other models, it is still a very impressive and smart train.

Siemens had prepared for us a cost and timing estimate for the delivery of new Light Rail Transport Combino (so called because they combine diesel and electric capability), vehicles to Auckland. Siemens have a contract to build the type of vehicle that would be acceptable for the western line, and is therefore, I believe, a definite starter for the tendering process. Like Bombardier they also understand the situation that exists on the western line. This model is being installed now in Melbourne. They are providing vehicles to Northausen in Germany to be ready in 2004. We could piggyback on that order and have them delivered in that year.

In the late afternoon I met with the Alstom Citadis Trains, a truly fine system. This is a beautifully smooth, high tech, very functional tram. We went riding with Nicolas Estay, General Manager Rolling Stock, and Dan Davies, Alstom's Project Manager Rolling Stock Services.

We viewed new Citadis vehicles that are now in operation in Melbourne - Yarra Trams have 58 of these: very high quality, and popular. We discussed Alstom's proposal of using the Region's Citadis tram/ train vehicle for our purposes. This is a new generation vehicle designed to go on street and to do medium routes to edge of urban area. It is very suited to the Swanson-to-town route. They are building these new vehicles for Kassel city in Germany. Again, we could piggyback on that and so could take delivery as early as 12 months after they were ordered.

I was very impressed by all of the trains that I saw, and the management and personnel of the companies.



In Sydney the next day I was equally impressed by the actual performance of the trams. I have been a great fan of the Piermont tram system that goes from the Darling Harbour complex to Piermont. I had seen it being cut through the suburban area of northern Sydney, and so riding on the train was an absolute treat - silent, smooth and incredibly safe. Seating was almost movie-theatre quality - comfortable, good legroom, and with in-cab videos, it was an absolute joy to ride. This was the real commuter alternative to the modern car.

This visit to Australia and to the manufactures and suppliers of smart trains was the final visit of eight years of looking at global transport in cities. From Manchester - that I saw first hand in 1993, to Hiroshima (combi units that had both rail and rubber wheel), through to Germany, France, the British system, and Vancouver, I am the only Mayor in the Auckland region that had taken the time and effort to visit these global cities that have radically re-thought their transport systems, and have seen their proven success.

I urge this Council to support our recommendations: that the western line be treated as a separate unit, that smart trains and the off-track suggestion be considered for Avondale-New Lynn, that the Auckland Regional Council be asked to include submissions from Bombardier, Alstom and Siemens for the delivery within two years of rolling stock for Henderson to Britomart, and that the double track be immediately aligned for construction to that point. In the next five years the double tracking must be extended to Swanson and finally, that within the next decade, electrification of the western line is a major priority.

My recommendation is not against any other regional entity or Mayoral vision. I have no problem with the bus aspirations of North Shore, or the finishing of the motorways as advocated by Mayors Banks and Curtis. I believe that smart rail fits in with this City's future, and I would like this Council to endorse this way forward.

MILESTONES

VISITING Eileen Claussen - Climate Change Woman

The Council was able to host one of America's most impressive lobbyists and environmental change activists, author and founder of the Pew Centre for Global Change, Eileen Claussen. Eileen addressed a meeting hosted by the City Council and the Enterprise Waitakere on the effect of global warming and business. Particular reference was made in light of the Kyoto Protocol that will be soon ratified by the New Zealand government. This forthcoming ratification will have international significance and it will also mean that major New Zealand corporates will need to commit to stronger sustainable practices.

M1-M13 Her visit coincided with a flurry of activity over climate change and sustainability including the release of central government's preferred policies over the Kyoto Protocol, and my own address to the Investing in Partnerships Conference in Auckland. I was honoured to be asked to be one of the morning speakers at this very interesting and well-patronised conference. I spoke on behalf of Local Government but was pleased to also have the opportunity to give a Waitakere City perspective - 10 years of the EcoCity. I enclose my speech notes, as attached at pages M1 to M13.

VISITING Judith Tizard and Michael Cullen

The City will host these two important Ministers on 6 June following post budget briefings. Michael Cullen will visit local business accompanied by myself and other Councillors who may wish to join the party. The Mayoral Office will offer site and time invitations. These two Ministers are vital for the Waitakere transport system.



OPENED The Royal Road School Hall and Summerland School

On the same day, two significant educational complexes were opened in Waitakere City.

The Royal Road School Hall has been a long and tough process for this wonderful school, and it is a credit to the Principal and the Board of Trustees that this very large hall has been completed. At a dawn service to bless the hall and open it, pupils and parents turned out for a very special occasion. I would like to acknowledge Warahi Paki and the Maori community who turned up on a particularly cold morning. A feature of the hall is the self-raising stage that utilises the space but is also a feature of the hall, demonstrated to much amusement of all.

The Summerlands School in Sturges Road is probably one of New Zealand's most beautiful and exciting new educational complexes and it is a sheer joy to see Waitakere getting a new school without second rate or second hand buildings. The school design and colour scheme was a feature of the Prime Minister's speech when she opened the school in the afternoon. She told me that it was one of the nicest schools she had ever been to. The occasion was big on pupils, and less on speeches, which is as it should be. I urge everyone to go and enjoy the sheer pleasure of seeing how good a school complex can be. Lucky kids.

PLAYING

At the Herald Theatre probably one of New Zealand's finest actors, most recognised characters, and Piha summer resident Roy Henwood is playing Richard Burton. The career of this much married but fascinating Welsh actor spanned forty years on both the stage and the screen.

M14

For twenty years Roy Henwood and his wife Carolynne (a High Court Judge of Wellington) had a house at Piha, and each summer the Hendwoods moved north to Waitakere City. I was delighted to be invited to the opening night of this extraordinarily fine performance where Henry gets into the skin of the actor as he recounts his very full and often tortured life. Playing Burton is at the Herald Theatre Aotea Complex The Edge until mid-June, as attached at page M14.

MOVING

The newish resident in Anzac Valley Road Labour Party President Mike Williams, abandoning Grey Lynn and his Northland farm. Mike has bought ten acres for what he claims is the best investment in New Zealand - not in terms of monetary value, but the lifestyle value of Waitakere City and the Swanson Community. Welcome, Mike.

LAUNCHED

M15-M16

The long-awaited Jailson, the book of the life of local resident, raconteur and reformed bad-boy John Yelash. John Yelash, who has probably one of the greatest theatrical voices in New Zealand, tells his long and punishing life in his own inimitable style. Not the easiest of reads for the faint of heart, as most of it deals with his long years in Mt Eden and other prisons. Much of his life was unfortunately obliterated by booze and skid row, but Yelash has now become an advocate against the prison system, and his recent reminiscences of his Henderson years at the Corban Centre did good business, as attached at pages M15 to M16.



WHAT IS A MAYOR?

As part of the submission to the Local Government bill a few of us decided we should define the role of our job and for your enlightenment, here's my contribution - with a bit of help from my old buddie Margaret Evans. It's a tiny bite of a huge topic. Your own contributions to the role are more than welcome, as stated below:

HISTORY

Mayoral Role Ancient:

Latin - 'major' (more great) and 'magnus' (maximum)
6th Centruy - 'majores palatii' (and French - 'maire du palais')
and 'major-domo' (nominal subordinate)

In most European countries, appointed by kings or governments up to min 19th century. Judicial functions. They were local 'rulers', civil 'magistrates' administering laws and justice at the local level, invested with authority, decision-making powers and significant status.

The Democratically Elected Local Leader:

The Greek City States - and Pericles of Athens (495-429BC)
Britain - Lord Mayor Dick Whittington (1397)
US - New York (1653)

- Long tradition of leader status in human settlements.
- Strong and long links with the pursuit of human civilisation, justice, and social development.

TODAY

Mayors gain 'headship' with the office.
They are 'primary, in first place, the chief'
They are also 'primus inter pares' - first among equals.

- This is a leader position, and whatever nuance of style, the office, the job, brings with it the function 'to lead'.
- Today's mayor is both civil and civic leader, responsible to the 'demos', and to and for the council - the civic organisational structure and operation.

TWENTY QUESTIONS

It's almost a year since you have had the last instalment:

Here they go:

1. When will the Glen Eden railway station café open for business?
2. What westies will get the awards in this Queens Birthday honours?
3. Do we care?
4. Isn't it time that a woman got the nod for the Henderson Walkway of Fame?
5. Are Lynn, Laila and Marie really sisters?
6. What does Waikato water really taste like?
7. Isn't the West Weekly looking good these days?
8. When will a Waitakere Police Chief stay more than 18 months?



9. Shouldn't we ask questions as to why they don't?
10. Was Lou Alofa?
11. What ever happened to Patrick O'Sullivan?
12. Has John Banks ever been out west?
13. Did you read what the Herald said about Sir Barry?
14. Is Brian Neeson happy now?
15. If Moka is the best restaurant in Waitakere City why isn't it Smoke Free?
16. Where did all the people from Tui Glen go?
17. Tried getting married at the Chapel of Faith in the Oaks recently?
18. Isn't the BNZ in New Lynn a great venue for Showboys?
19. Was Bill Lloyd hired by Millennium People?
20. Should the troublesome Buddhists of Whenuapai be offered 2.5 hectares on the Peoples Park?

RECOMMENDATION

That the report of the Mayor be received.


RA Harvey, QSO, JP
MAYOR OF WAITAKERE CITY

Presentation by Eileen Claussen to wa
22/5/02 *LD*

**The Pew Center
On Global Climate Change:
An Overview**

Eileen Claussen
President
The Pew Center on Global Climate Change

www.pewclimate.org




Who We Are

- \$5 million annual budget
- 17 member staff
- Divided into five major program areas:
 - Scientific Studies/Analyses
 - Domestic and International Strategies
 - Outreach Activities
 - Business
 - States
 - Solutions
 - Communications





Pew Center on Global Climate Change

- Who We Are
- What is Happening in the U.S.?




**What We Do
Studies/Analyses**

- Committed to analysis that is honest and that adds new facts and perspectives
- Authored by leading academic and professional experts
- 37 reports released in four series:
 - Economics
 - Environment
 - Policy
 - Solutions





Who We Are

- Founded in May 1998
- Funded by The Pew Charitable Trusts, other charitable foundations, individuals
- Independent, non-profit, non-partisan
- Credible information, straight answers, innovative solutions



Climate Change: Science, Strategies and Solutions

- Pew Center book presents the latest science, economics, policy solutions, and actions being taken to address climate change
- Contributions from more than 30 leading experts
- An important resource for experts and non-experts

Business Environmental Leadership Council

- 37 companies demonstrating leadership and taking significant steps to reduce emissions

BELC principles

- **Third**, the Kyoto agreement represents a first step in the international process, but more must be done both to implement the market-based mechanisms that were adopted in principle in Kyoto and to more fully involve the rest of the world in the solution.
- **Fourth**, we can make significant progress in addressing climate change and sustaining economic growth in the United States by adopting reasonable policies, programs and transition strategies.

37 BELC Companies

What is Happening In the U.S.?

- Bush Policy
- Congressional Activities
- State Solutions
- Business Activities

BELC principles

- **First**, we accept the views of most scientists that enough is known about the science and environmental impacts of climate change for us to take actions to address its consequences.
- **Second**, businesses can and should take concrete steps now in the U.S. and abroad to assess opportunities for emission reductions, establish and meet emission reduction objectives, and invest in new, more efficient products, practices and technologies.

Bush Climate Policy

- No Kyoto
- GHG Intensity Target
- Voluntary reporting and early action recognition

Activity in Congress

- Climate Strategy (Byd-Stevens)
- GHG tracking and reporting (Senate Energy)
- Sequestration (Brownback)
- Multi-pollutant controls for power plants (Jeffords)
- Auto fuel economy standards (Kerry-McCain)
- Cap-and-trade (McCain-Leiberman)

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Global Institute

State Solutions - Examples

- **New England & Eastern Canada:**
 - Climate Change Action Plan: joint venture to reduce regional GHG emissions to 1990 levels by 2010; reduce emissions by 10 percent below 1990 levels by 2020; and eventually reduce emissions to eliminate any dangerous threat to the climate.
- **Massachusetts (multi-pollutant legislation):**
 - Capped CO₂ emissions from six highest-emitting powerplants:
 - New standards to reduce emissions by 10 percent by 2006 or 2008 depending on measures needed to meet goals.
 - Can also meet new standards by purchasing emissions credits.

GLOBAL WARMING
Global Institute

State Solutions - What We Learned

- **Some states explicitly address climate change**
- **Some address other issues (energy, agriculture) and reduce greenhouse gas emissions as a co-benefit**

GLOBAL WARMING
Global Institute

State Solutions - Examples

- **New Jersey:**
 - Committed to reduce GHG emissions to 3.5 percent below 1990 levels by 2005.
 - 1999 Netherlands government agreement to explore opportunities for emissions trading projects.
- **Texas:**
 - Loan Star Program: provides energy efficiency project financing for state agencies, institutions of higher education, school districts, and local governments.
 - Renewable Portfolio Standard: Electricity providers are required to obtain renewable energy capacity, finance construction of large scale renewable energy facilities, and develop new renewable energy resources.

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State Solutions - Examples

- **California:**
 - California Climate Action Registry: First-of-its-kind voluntary registry for organizations to measure GHG emissions, establish baseline emissions and report emission results.
 - Zero Emissions Vehicle Incentive Program: provides grants of up to \$9,000 per vehicle toward the purchase or lease of new zero-emission vehicles.
 - Renewable Energy Program: supports renewable electricity generation technologies and helps develop a renewable energy market to offset greenhouse gas production.

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The U.S. Business Dilemma

- **Kyoto/Bonn/Marrakech**
 - Competitive advantage or disadvantage?
 - Multinationals must master conflicting rules
 - Difficult to manage carbon company-wide
 - Boycotts and trade sanctions?
- **Domestic Uncertainty**

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BELC Companies with GHG Reduction Targets

BELC GHG Reduction Targets

- INTERFACE INC. will reduce non-renewable energy use per production by 15 percent from 1996 levels, and increase renewable energy use to 10 percent of total energy use, by 2005.
- NOVARTIS will reduce its CO₂ emissions by 3 percent over 3 years.
- ONTARIO POWER GENERATION is stabilizing its net GHG emissions at 1990 levels.
- RIO TINTO reduced its on-site GHG emissions per unit of production 4.8 percent below 1990 levels by 2001.
- ROHM AND HAAS reduced energy consumption by 5 percent per pound of product below mid-1999 levels by 2001. Will reduce energy consumption by 1 percent per pound of product each year.
- ROYAL DUTCHSHELL will reduce GHG emissions 10 percent below 1990 levels by 2002.

BELC GHG Reduction Targets

- ABB will reduce its GHG emissions by 1 percent each year from 1998 through 2005.
- ALCOA will reduce GHG emissions 25 percent from 1990 levels by 2010, and by 50 percent from 1990 levels over the same period if their inert anode technology succeeds.
- BAXTER INTERNATIONAL will reduce energy use and associated GHG emissions by 30 percent per unit of product value from 1995 levels by 2005.
- BP met its target to reduce GHG emissions by 10 percent from 1990 levels by 2010 7 years early. Plan to hold GHG emissions stable at 1990 levels through 2012.
- DEUTSCHE TELEKOM met its target to reduce energy use by 15 percent from 1995 levels by 2000. Will reduce energy use by 3 percent from 2001 levels by 2004.
- DTE ENERGY will reduce its GHG emissions by 5 percent from 1999 levels by 2005.

BELC GHG Reduction Targets

- TOYOTA will reduce CO₂ emissions 5 percent below 1990 levels by 2005 and 10 percent below 1990 levels by 2010. Plan to reduce energy consumption per unit of production by 15 percent from 2000 levels by 2005.
- TRANSALTA returned GHG emissions to 1990 levels by 2000. Will achieve zero net GHG emissions from its Canadian operations by 2024 contingent on governments allowing emissions trading, grandfathered emissions rights and regulatory emissions caps.
- UNITED TECHNOLOGIES will reduce energy consumption as a percentage of sales by 25 percent from 1997 levels by 2007.

BELC GHG Reduction Targets


- DUPONT will reduce GHG emissions 65 percent below 1990 levels by 2010, hold total energy use flat using 1990 as a base year, and source 10 percent of global energy use from renewable resources by 2010.
- ENTERGY will stabilize CO₂ emissions from its U.S. generating facilities of 2000 levels through 2005.
- IBM will reduce PFC emissions from semiconductor manufacturing by 40 percent worldwide by year-end 2002; reduce CO₂ emissions associated with their fuel use and electricity consumption by an average annual of 4 percent of what would otherwise have been emitted, over the period 1998 to 2004; have 90 percent of newly introduced models meet Energy Star criteria; conserve, in each year, 4 percent of the energy that would have otherwise been consumed, and reduce PFC emissions by 10 percent from 1995 levels by 2010.
- INTEL will reduce PFC emissions 10 percent below 1995 levels by 2010.

BELC: Reasons for acting

- Leadership
- Scenario planning
- Positioning for eventual public action
- Operate internationally
- Employees recruitment and retention
- Public relations
- "It's the right thing to do"


What business needs from policy makers

- + • Reasonable targets and timetables
- + • Regulatory certainty
- + • Protection for early action
- + • Internationally compatible trading systems





Looking Ahead

- + • World moves ahead with Kyoto
- + • U.S. Situation:
 - Legislation possible this year
 - States continue to act
 - Businesses continue to act
- + • Need for single global system:
 - With U.S.
 - With key developing countries
- + • Challenges:
 - Getting countries to move ahead, gain experience and reduce emissions
 - Designing a global system



For More Information

www.pewclimate.org

Hon Pete Hodgson

Minister of Energy, Minister of Fisheries, Minister of Forestry,
Minister of Research, Science and Technology, Minister for
Crown Research Institutes, Small Business



Tuesday 30 April 2002

Speech Notes

Embargoed until 12.00 noon today

Kyoto Protocol: the Government's preferred policies

Today the Government outlines its preferred policy package for the domestic implementation of the Kyoto Protocol.

This announcement follows extensive consultation last year and will be followed by further consultation beginning today. Final policy decisions will be taken in July as will the decision to ratify. A decision in principle to ratify was taken in February and the Government anticipates ratifying in August. We are likely to be about the twentieth developed nation to do so.

As far as domestic policies are concerned, we began last spring with New Zealand's first ever energy efficiency and conservation strategy. Since then, we have added the waste strategy and the transport framework and emerging transport strategy. These all sit beneath the Growth and Innovation Framework of last February and are collectively known as Foundation Policies. The Foundation Policies released so far will between them reduce New Zealand's excess emissions by about a third over the next decade.

Today we flesh out those Foundation Policies somewhat. A strategy and target for renewable energy is being released today as are the Government's plans for a partnership with local government and for what we are calling projects. Projects are specific activities aimed at delivering defined reductions in greenhouse gas emissions in return for an incentive.

These policies will ramp up quite quickly from now until 2008 which is when the first commitment period begins. They will be funded from Government or predominantly so. They begin the process of improving the nation's energy efficiency, fuel switching, renewable energy investment and public awareness.

Together these policies will prepare New Zealand well for the first commitment period and their effectiveness means that no pricing policies, for example in the form of a low emissions charge, will be necessary before 2007.

In addition later this year the Government will make public the results of a study jointly funded by the New Zealand Business Council for Sustainable Development and ourselves into the national and international business opportunities arising from Kyoto. Business awareness of these opportunities is low and it is our hope that innovative New Zealand companies will learn quickly to explore opportunities through the international Clean Development Mechanism, and the like, which are all part of the Kyoto package. There are likely to be rich pickings for our energy

sector, primary processing sectors including forestry, and our consultancy sector including agricultural consulting.

Today we also announce other new policies for the first commitment period. These policies, sometimes called price policies, will only come into effect if the protocol itself comes into force. We will not know that for a year or more.

For the first commitment period we have divided the economy into four groups.

The first, called the “competitiveness at risk” group, is that fairly small number of firms or sectors which have high energy use, which export and which are therefore vulnerable.

These firms are vulnerable because they compete with nations that are not yet part of the group of nations with Kyoto targets. The Government intends that they will be fully shielded from any emissions charge, in return for a successfully negotiated greenhouse agreement which sets a pathway for the firm or sector towards world’s best practice in emissions intensity. Partial shielding will also be negotiable.

Kyoto will have a modernising influence on the New Zealand economy, where appropriate, through this mechanism. This sector represents perhaps a third of our carbon dioxide emissions.

The second, called the general energy users group, is the energy and transport sector, most businesses and households. This group represents about two thirds of our carbon dioxide emissions. This group will face an emissions charge from 2008 approximating the international price of carbon, capped at \$25 per tonne of carbon dioxide with revenue recycled back to the economy — for example, through the tax system.

The decision to cap the price requires brief explanation. Current estimates are that the world price of carbon in a free market will be low initially, say \$10 to \$30 a tonne of carbon dioxide equivalent. Kyoto is after all only just beginning, and the largest buyer in the form of the USA has pulled back. However there is no certainty that the market will be free. For example we cannot know what arrangements Russia may wish to enter into as a condition of ratification. Yet New Zealand business and society values certainty and the decision to cap provides certainty against price spikes or initial volatility. Business uncertainty is therefore now limited only to how low the price will go, not how high.

The Government retains the option of introducing emissions trading, rather than an emissions charge, if the international market is functional and if the world price of carbon is reliably below \$25 per tonne of carbon dioxide. In practice the issue of a reliable price will depend on the availability on futures trading and other financial derivatives. Emissions trading is where New Zealand business will gain most in terms of commercial opportunities and innovative responses.

The third group is agriculture. Methane and nitrous oxide from agriculture form over half of all our emissions, giving New Zealand a unique greenhouse gas profile. Yet farmers have no way to reduce emissions other than by reducing stock numbers. Accordingly an emissions charge of any form on agriculture is rejected.

Instead the Government's preferred policy approach comes in the form of research. We expect the industry to fund most of this research, because each sector must contribute to reducing New Zealand's emissions, but also because any productivity increases from methane reductions are likely to accrue to the industry.

The Government retains the option of a research levy – 20 cents per sheep per year would raise more than we think we need – but in all likelihood that will be unnecessary. One consortium bid is already underway. Needless to say if the research programme were successful, and we anticipate it will be, intellectual property may well be formed and will flow to those who fund the research.

The fourth group goes by the unlovely name of other. This includes methane from landfills which is reducing quickly and which the Minister for the Environment is sure will reduce further with the waste strategy recently announced. It also includes the three so-called synthetic gases – HFCs, PFCs and sulphur hexafluoride – which will be managed by a mixture of regulation and industry agreement.

The Government intends to retain all sinks, for the first commitment period at least, for a long list of reasons.

The first is that it enables us to exempt many key sectors of the economy, the largest being farmers, as the Protocol begins its transition to a truly global instrument.

The second is that it allows us to address the key concerns of the forestry industry. The industry saw the distinction between pre-1990 and post-1990 forests as arbitrary. They saw the deforestation liabilities as unacceptable and they found the prospective transaction costs of measurement and accounting as equally unacceptable. Retaining sinks allows us to address all these issues. Deforestation liabilities will however be capped nationally at 5% of the area of forest expected to be harvested over the first commitment period.

The third is that it allows sinks to be managed to maximise their value for NZ and it means that the risk of changes in international negotiation is carried by the Crown.

The fourth is that sink credits, which cannot be carried forward, can be swapped with emissions units and saved for future commitment periods or against the possibility of a biosecurity event or other major incident.

The fifth is that incentives might become available for some forestry planting, for example on multiple-owned Maori land, as well as for conservation forestry or indigenous forestry regeneration, with the water and soil conservation benefits and the biodiversity benefits that brings.

And finally sink credits will be sold and the revenue recycled back into the economy. On this issue of revenue recycling – be it from the sale of sink credits or from an emissions charge – I would like to add parenthetically that we are not today announcing tax cuts. Nor can we. Any speculation on the amount of money available for recycling, for any purpose, is idle until the price of carbon is known.

However, the principle of recycling is being established, today. Unlike most countries NZ will be a net seller of credits on the international market, which means the overall effect of ratification on national income is positive. It follows that, nationally, there will be more money available for recycling than is collected from an emissions charge, because of the sale of sink credits.

In conclusion, I want to make just three quick points.

The first is that Kyoto policy will change as the years go by, probably forever. In that sense it will be no different from any other aspect of Government policy. We have scheduled reviews for 2005, 2007 and 2010. These reviews will finesse policy announced today as well as addressed policy for the second commitment period beginning 2013.

The second point is that there is much detail I have had to omit today in the interests of brevity – Kyoto is a rather large issue.

The third is that on Thursday the Journalists Training Organisation is hosting an all day seminar for those who wish to delve further.

Thank you very much.

**Graeme Speden, press secretary, 04 471 9707 / 021 270 9055
graeme.speden@parliament.govt.nz**

Investing in Partnerships: Making the Case Monday 20 May, Auckland

**Address by Bob Harvey, *Local Government New Zealand* Spokesperson for
Sustainable Development and Mayor Waitakere City Council**

Slide 1:

LOCAL GOVERNMENT: PARTNERSHIPS FOR SUSTAINABLE DEVELOPMENT

Bob Harvey
***Local Government New Zealand* Spokesperson for Sustainable Development**
Mayor Waitakere City Council

I'm going to reinforce what Marian has just said and start by saying that none of us can achieve sustainable development alone.

In fact, if I could be cheeky, a sustainable New Zealand (our ultimate goal presumably), cannot be achieved without local government. It is local government where the sustainable development theory becomes a community reality.

Globally, local government is identified in Agenda 21 as a 'determining factor' in achieving sustainable development. We are "the level of governance closest to the people". We play a vital and unique role in enabling our communities to develop sustainably.

Slide 2:

One of keys to New Zealand's successful sustainable development will be the local/central government partnership

This Government has recognised the 'unique-ness' of our role and is committed to cementing a partnership with local government. We commend our national leaders for this approach.

We (local government) like to think of it as "rebranding" – as 'central and local government working together for a sustainable future'. Partnerships are the key to the success of this brand power.

You have already heard Marian speak of the partnership we formed to develop the New Zealand Waste Strategy.

Other examples of sustainable development in action that continue on this "rebranding" theme of central and local government working together, are:

- The Central/Local Government Forum – a regular 'heads-up' between our national and local leaders on issues of common interest or concern
- The development of the draft Sustainable Development Strategy, where *Local Government New Zealand* has been invited to bring the local government perspective to the drafting table, the only central non-governmental organisation to do so

- The Government’s intention to rely largely on ‘foundation policies’ until 2008 to achieve reductions in our greenhouse gas emissions – these policies include amongst others, energy efficiency, waste, transport and the RMA. Local government is the cornerstone of these foundations.
-

Slide 3:

Proposed purpose of local authorities:

“to enable local decision-making by, and on behalf of, individuals in their communities, to democratically promote and action their social, economic, environmental and cultural well-being in the present and for the future”

And also the review of the Local Government Act – jointly developed by central and local government. The core of this new Act (assuming it is enacted) will be the new purpose for local government:

“to enable local decision-making by, and on behalf of, individuals in their communities, to democratically promote and action their social, economic, environmental and cultural well-being in the present and for the future”

Through the proposed new Act, we will be better equipped to meet the needs of our communities and to be more creative and flexible in designing our responses to these needs. Our new purpose statement of promoting and actioning the well-being of our communities enables us to contribute more effectively to the ultimate goal of making New Zealand a better place in which to live and do business.

We expect to see other initiatives follow the central/local government partnership model – transport and public health are two issues that spring to mind. Addressing both of these in partnership with local government is integral to New Zealand’s sustainable development.

But for local government (and not wishing to be disrespectful to central government!), often the most meaningful and fulfilling partnerships happen at the local level, at our level.

Slide 4:

Local government and sustainable development in action:

- **Waitakere City Council – sustainable, dynamic, just**
- **Mayoral Task Force for Jobs**
- **Southern Institute of Technology ‘Zero Fee Scheme’**
- **Four Circles for Health, Porirua**

If I may, I’ll just put my other hat on – my Mayoral hat – to tell you a little bit about how my council has approached sustainable development.

Waitakere City is an Agenda 21 city. For us, this has meant doing away with making every decision by measuring how much it costs and has instead been about sustaining society, the economy and the environment together.

The Agenda 21 principles are now on every Waitakere City business card:
“Sustainable, dynamic, just”

Citizens now hold us to them, which is as it should be. Neighbours of a new development can ask of us, “Well, it may make money, but is it sustainable for the whole neighbourhood? It may be legal, but is it just?”

We have had to find new ways of growing our economy but at the same time growing our community and enhancing our environment. This has been a challenge for Waitakere but we think we’re doing OK and we’re proud of our partnerships to help us achieve this.

I could talk all day about Waitakere but I’d better not because my council is not the only one. There are now examples of exciting sustainable development initiatives and partnerships happening in councils and communities up and down the country.

Both Rodger and Marian have mentioned the Mayors Taskforce for Jobs. I would like to share a couple of other examples with you, on behalf of my esteemed local government colleagues.

Last year, the Southern Institute of Technology entered into its first year of a zero fees scheme for students. This multi-million dollar initiative co-funded by the three councils of the area, the Southland Community Trust and a collection of corporate sponsors, last year resulted in a 42% increase in enrolments at the Institute and has redefined industry and community relations.

[Porirua example to go here]

Slide 5:

Local government is where sustainable development theory becomes community reality

My sector is moving into an exciting new era of open and direct engagement in sustainable development. We accept that this brings both opportunities and challenges but it is obvious that our partnerships with our communities, with each other as individual councils, with our businesses and with the Government will be pivotal to our success.

I challenge you all, (because it is a challenge that belongs to all of us, and not just local or central government), to look first of all:

- For the opportunities for partnership
- For the win-win situations and;
- For the circumstances with mutual benefit.

I urge you then, to engage in these partnerships with respect, with fairness and with integrity. Roll with the punches, then deliver.

“Partnerships” tell us that we are not alone. They tell us that together, we have a hope and a future.

Media Release: 22 March 2002



Playing Burton

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