

# CITY CENTRE RESIDENTS GROUP

## 2022/23 Annual Plan Submission

As the Mayor of Auckland noted on Council's 2022/23 Annual Plan commentary –

“Auckland Council voted unanimously to declare a Climate Emergency in 2019, and we have already committed an extra \$15 million a year to climate action through our Recovery Budget. We're not starting from scratch, but we also know that we are not doing enough. A recent progress report on our Climate Action Plan states that Auckland's emissions are not remotely tracking in line with our target to reduce emissions by 50 per cent by 2030.

Global warming is a change in the world environment created from greenhouse gas emissions. For the planet to survive the current level of emissions needs to be reduced dramatically and quickly. The most equitable means of achieving this is to focus on a simple cause and effect process, i.e. those producing the emissions pay for the share of emissions they produce.

In Auckland, CCRG understands that emissions are made up as below –

### Transport - 43.6%

Transport makes up the single most significant portion of Auckland emissions with 86% of this from road use vehicles. Diesel vehicles are estimated to be responsible for 81% of all vehicle related air pollution health costs, estimated at \$466 million annually. Therefore, the transport industry needs to be paying for 43.6% of emission reductions with 86% coming from road use vehicles.

### Stationery Energy – 26.6%

This sector includes emissions from energy consumption in buildings, including electricity and natural gas, and energy use in manufacturing and construction. Building owners, the manufacturing, construction and food production industries need to pay 26.6% of costs related to emissions reductions.

### Industrial processes and product use – 20.2%

This sector consists mostly of non-energy related GHG from industrial processes, which in Auckland, are associated with steel production.

GHG emissions from industrial product use are mainly associated with the use of hydrofluorocarbons (HFC) and perfluorocarbons (PFC) which are used as refrigerants in air conditioning units and refrigerators.

### Agriculture – 6.4%

Agriculture emissions include methane and nitrous oxide from livestock, animal wastes and fertiliser use. Agricultural energy use, such as for heating greenhouses, is classified differently and sits under the Stationary energy sector.

### Waste – 3.1%

Emissions from landfilled waste and wastewater treatment are reported for this sector, with emissions from decomposing waste in landfills responsible for most reported emissions. This sector generates about 3.1 per cent of Auckland's total emissions so there needs to be a charge on all waste to cover those costs.

### Climate Action Targeted Rate

The Mayors current proposal for a Climate Action Targeted Rate (CATR) on all properties is neither appropriate, nor adequate **to meet this clear and critical need** for Auckland to make any measureable difference to its current greenhouse gas emissions.

Properties alone do not produce the most damaging of emissions – this comes from transport in both the private and public sectors.

The proposed CATR would raise just \$57.4 million annually which is less than 10% of what is possible. As a comparison, Auckland Council could require Auckland Transport to implement a system where all vehicles needing to park on a public road purchase an annual parking permit.

With 1.7m registered vehicles in Auckland, an annual parking permit of \$500.00 (\$1.37 per day) would raise \$850,000,000 per annum. Perhaps only 50% of those vehicles would use on-street parking each year in which case the annual sum raised would be \$425,000,000.

As an example, many people living in apartment buildings in Auckland do not have a carpark with the property. Renting a carpark costs approx. \$300 per month so a total of \$3,600 per annum – which is lot more than \$500.00!!

If a café/restaurant wants to use the public footpath for dining purposes they have to pay an annual fee so doing the same for parking on a public road is not a new idea – it is only new for vehicles.

On top of these transport figures, Auckland also needs to add contributions from the other four sectors to raise their share of the remaining 57% of costs associated with their greenhouse gas emissions. Based on the 43% the transport industry should be paying, then Council has access to a very large Climate Change budget so can achieve a lot in a much shorter time frame.

Auckland Council could also reduce Auckland Transports budget by the annual amount they expect AT to raise themselves via instruments such as the parking fee referred to above, which would make existing ratepayer funds available for their own climate change initiatives that could incorporate free zero emissions public transport.

The outcome will be low greenhouse gas emissions, and a cleaner and more efficient public transport system that people can rely on to get them from A to B on time.

Critically, it would raise in one year, what the Mayors proposed Climate Action Targeted Rate would raise in ten years and provide both co-benefits and social equity.

In other words we are asking the greenhouse gas producers to meet the same share of climate damage that they cause and no other process could be more defensible than that.

N Buckland  
Chair CCRG  
[www.ccr.org.nz](http://www.ccr.org.nz)  
021 449995