

New Zealand’s second emissions reduction plan

Templated consultation questions

# How to use this document

The Ministry for the Environment has developed this template to support individuals and organisations that would like to gather collective input before making a submission on the second emissions reduction plan proposals

This template uses the consultation questions from the online submission portal.

*Using the template*

* Please follow the structure of the questions.
* There are five required questions in the ‘Submitter details’ section
* There are four required questions in the ‘Privacy statement and consent’ section.
* All other questions are optional, and you can answer as many or as few as you would like.

More information about consultation proposals can be found on the MfE website: [Help Shape Our Climate Future: Consultation on New Zealand’s Second Emissions Reduction Plan now open | Ministry for the Environment](https://environment.govt.nz/news/erp2/)

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## Submitter details

|  | Question (all required) | Response |
| --- | --- | --- |
| **1** | **Submitter name** *Individual or organisation name*  |  |
| **2** | **What is your contact email address?** *You will receive an acknowledgement email when you submit your response* |  |
| **3** | **Are you submitting as an individual or on behalf of an organisation?**  | * [ ] Individual
* [ ] Organisation: Name:
 |
| **4** | **Which region are you in?**  | Please choose one: * [ ] Outside of New Zealand
* [ ] Not applicable – national organisation
* [ ] Northland / Te Tai Tokerau
* [ ] Auckland / Tāmaki Makaurau
* [ ] Waikato
* [ ] Bay of Plenty / Te Moana-a-Toi
* [ ] Gisborne / Te Tairāwhiti
* [ ] Hawke’s Bay / Te Matau-a-Māui
* [ ] Taranaki
* [ ] Manawatū-Whanganui
* [ ] Wellington / Te Whanganui-a-Tara
* [ ] Tasman / Te Tai-o-Aorere
* [ ] Nelson / Whakatū
* [ ] Marlborough / Te Tauihu-o-te-waka
* [ ] West Coast / Te Tai Poutini
* [ ] Canterbury / Waitaha
* [ ] Otago / Ōtākou
* [ ] Southland / Murihiku
 |
| **5** | **Please choose any you are associated with**  | * [ ] Iwi/Hapū
* [ ] Local/regional government
* [ ] Energy industry/Sector body/Business
* [ ] Transport industry/Sector body/Business
* [ ] Agriculture industry/Sector body/Business
* [ ] Forestry industry/Sector body/Business
* [ ] Non-Forestry industry/Sector body/Business
* [ ] Waste industry/Sector body/Business
* [ ] Other industry/Sector body/Business
* [ ] ETS market participant
* [ ] Environmental NGO
* [ ] Other kind of NGO or charity
* [ ] Other: please specify:
 |

## General consultation questions

The following consultation questions relate to the Government’s general approach to emissions reductions. Some information is provided along with these questions to support you to answer them without extensive reading of the discussion document.

| **Share your views** |
| --- |
| 0.1 | What do you think is working well in New Zealand to reduce our emissions and achieve the 2050 net zero target? |
|  | Click or tap here to enter text. |
| 0.2 | The Government is taking a ‘net-based approach’ that uses both emissions reductions and removals to reduce overall emissions in the atmosphere (rather than an approach that focuses only on reducing emissions at the source). A net-based approach is helpful for managing emissions in a cost-effective way that helps grow the economy and increase productivity in New Zealand. a. What do you see as the key advantages of taking a net-based approach?b. What do you see as the key challenges to taking a net-based approach? |
|  | Click or tap here to enter text. |
| 0.3 | The current proposed policies in the ERP2 discussion document cover the following sectors and areas:* strengthening the New Zealand Emissions Trading Scheme
* private investment in climate change
* energy sector
* transport sector
* agriculture sector
* forestry and wood-processing sector
* non-forestry removals
* waste sector.

What, if any, other sectors or areas do you think have significant opportunities for cost-effective emissions reduction? |
|  | Click or tap here to enter text. |
| 0.4 | What Māori- and iwi-led action to reduce emissions could benefit from government support?There are additional questions about Māori- and iwi-led action to reduce emissions and impacts of proposed ERP2 policies on Māori and iwi in chapters 1 and 12. |
|  | Click or tap here to enter text. |

## Chapter 1: Our approach to New Zealand’s climate change response | Tā mātou e whai nei e pā ana ki tā Aotearoa urupare ki te panoni āhuarangi

### Summary

This chapter outlines the Government’s long-term approach to deliver and sustain net zero emissions by 2050 at least cost. We will implement it over time, through successive emissions reduction plans. Key actions taken over the next five years through the second emissions reduction plan (ERP2) will set in motion a least-cost, low-emissions transition.

The Government proposes taking a strong, net-based approach to reduce emissions at least cost. This strategy is based on five pillars.

1. Infrastructure is resilient and communities are well prepared.
2. Credible markets support the climate transition.
3. Clean energy is abundant and affordable.
4. World-leading climate innovation is boosting the economy.
5. Nature-based solutions address climate change.

|  |
| --- |
| **Chapter 1** |
| 1.1 | What opportunities do the proposed initiatives and policies across the sectors offer for Māori- and iwi-led action to reduce emissions? |
|  | Click or tap here to enter text. |
| 1.2 | What additional opportunities do you think the Government should consider?  |
|  | Click or tap here to enter text. |

## Chapter 2: Tracking our progress towards meeting emissions budgets | Te aroturuki i tō tātou koke i te ara whakatutuki i ngā tahua tukunga

### Summary

The Government is committed to meeting our climate targets. Our strategy outlines how we will approach the challenges and opportunities in meeting them.

We are building off the momentum that our first emissions budget started. For example, higher rates of forestry have occurred in the last few years, positioning New Zealand well for the future as those trees grow.

Reflecting the Government’s change in approach, we have stopped work on some actions that were included in the first emissions reduction plan (ERP1). This is not expected to materially affect our ability to meet the first emissions budget: our current assessment is that ERP1 remains sufficient to meet it.

To maintain an up-to-date ERP1 and reflect decisions that have already been taken, we are now consulting on formally amending ERP1 using the statutory process set out in section 5ZI(3) of the Climate Change Response Act 2022 (CCRA).

The second emissions reduction plan (ERP2) lays the way for us to achieve future budgets, particularly the second emissions budget. The information we have today suggests that ERP2 can be sufficient to achieve the second emissions budget.

The Government will proactively respond to challenges and opportunities to stay within the budgets. We will continue to rely on the most up-to-date modelling as we finalise ERP2, which will allow us to ensure the sufficiency of the final plan.

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| **Chapter 2** |
|  | Current modelling suggests that with a changed approach, the first emissions reduction plan is still sufficient to meet the first emissions budget. |
| 2.1 | What, if any, other impacts or consequences of the Government’s approach to meeting the first emissions budget should the Government be aware of? |
|  | Click or tap here to enter text. |
| 2.2 | What, if any, are the long-term impacts from the changes to the first emissions reduction plan on meeting future emissions budgets that should be considered through the development of the second emissions reduction plan? |
|  | Click or tap here to enter text. |

## Chapter 3: Strengthening the New Zealand Emissions Trading Scheme | Te whakakaha i te Kaupapa Hokohoko Tukunga o Aotearoa

### Summary

This chapter explains how the Government will support the New Zealand Emissions Trading Scheme (NZ ETS) to help meet the second emissions budget and net zero target. A key focus is the credibility of the NZ ETS and aligning it with the second emissions budget.

### Share your views

We are seeking feedback on:

* the Government’s proposed actions to strengthen the NZ ETS
* using the NZ ETS as the primary mode for meeting the second emissions budget.

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| **Chapter 3** |
| 3.1 | What else can the Government do to support NZ ETS market credibility and ensure the NZ ETS continues to help us to meet our targets and stay within budgets? |
|  | Click or tap here to enter text. |
| 3.2 | What are the potential risks of using the NZ ETS as a key tool to reduce emissions? |
|  | Click or tap here to enter text. |
| 3.3 | How can the Government manage these risks of using the NZ ETS as the key lever to reduce emissions? |
|  | Click or tap here to enter text. |
| 3.4 | Do you support or not support the Government’s approach of looking at other ways to create incentives for carbon dioxide removals from forestry, in addition to using the NZ ETS? |
|  | Please choose one of the following: * [ ] Yes, I support
* [ ] No, I don’t support
* [ ] Unsure
 |
| 3.5 | Apart from the NZ ETS, what three other main incentives could the Government use to encourage removals through forestry? |
|  | Click or tap here to enter text. |
| 3.6 | Please provide any additional feedback on the Government’s thinking about how to use the NZ ETS to reduce emissions. |
|  | Click or tap here to enter text. |

## Chapter 4: Scaling private investment in climate mitigation | Te whakakorahi tā te rāngai

### Summary

This chapter outlines how the Government proposes to better support private investment in reducing emissions. Work is underway across government to understand the barriers to green investment in New Zealand, and to identify options to address them. Through the second emissions reduction plan (ERP2), we will signal our approach to scaling private investment.

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| **Chapter 4** |
| 4.1 | Do current measures work well to unlock private investment in climate mitigation?  |
|  | * [ ] Yes
* [ ] Partially
* [ ] No
* [ ] Unsure
 |
| 4.2 | What are the three main barriers to enabling more private investment in climate mitigation? |
|  | * Please write your first barrier here
* Please write your second barrier here
* Please write your third barrier here
 |
| 4.3 | What are the three main actions the Government can do to enable more private investment in climate mitigation for the next 18 months? |
|  | * Please write your first action here
* Please write your second action here
* Please write your third action here
 |
| 4.4 | What are the three main things the Government can do to enable more private investment in climate mitigation in the longer term (beyond the next 18 months)? |
|  | * Please write the first here
* Please write the second here
* Please write the third here
 |
| 4.5 | Please provide any additional feedback on the Government’s thinking about how to enable more private investment in climate mitigation for the next 18 months. |
|  | Click or tap here to enter text. |

## Chapter 5: Energy | Te pūngao

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| Energy sector at a glance | A white lightning bolt in a circle  Description automatically generated |

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| A graph and clouds with text  Description automatically generated | **Annual emissions**  | * 2022: 15 Mt CO2-e
* 2030 (projected): 12–15 Mt CO2-e
* 2050 (projected): 6–13 Mt CO2-e
 |
| A blue line drawing of a column  Description automatically generated | Pillars of the strategy | * Clean energy is abundant and affordable.
* Credible markets support the climate transition.
 |
| A blue and black pie chart  Description automatically generated | Why this sector is important | * New Zealand has abundant renewable energy potential. Harnessing this will help meet our emissions budgets, reduce our dependency on imported fuels and support the reliability and affordability of the energy system.
 |

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| A blue and black clock in a chat bubble  Description automatically generated | What we’re doing now | * Enabling an acceleration in renewable generation and electricity networks by removing red tape.
 |
| **A blue and black line drawing of a calendar  Description automatically generated** | **What’s coming** | * Renewable energy will double by 2050.
* A smarter electricity system which gives consumers the ability to change how and when they use power.
 |
| **A blue line art of a bird  Description automatically generated** | **What this means for New Zealanders** | * Over the longer-term households heat their homes more affordably, with renewable energy.
* People charge their electric vehicles easily across the country.
* Renewable energy providers have confidence to invest, enabling them to grow their operations and meet increasing demand.
* Businesses have opportunities to choose cost-effective, low‑emissions technologies.
 |

| **Chapter 5** |
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| 5.1 | What three main barriers/challenges that are not addressed in this chapter do businesses face related to investing in renewable electricity supply (generation and network infrastructure)? |
|  | * Please write your first barrier here
* Please write your second barrier here
* Please write your third barrier here
 |
| 5.2 | How much will the Government’s approach to driving investment in renewable energy support businesses to switch their energy use during 2026–30 (the second emissions budget period)? |
|  | Please choose one of the following answers* [ ] A lot – it will make a large difference
* [ ] A moderate amount - there will still be other barriers
* [ ] Little to none – it will make no meaningful difference
* [ ]  Unsure
 |
| 5.3 | What three main barriers/challenges do businesses and households face related to electrifying or improving energy efficiency, in addition to those already covered in the discussion document? |
|  | * Please write your first barrier here
* Please write your second barrier here
* Please write your third barrier here
 |
| 5.4 | How much will existing policies support private investment in low-emissions fuels and carbon-capture technologies? |
|  | Please choose one of the following answers* [ ] A lot – it will make a large difference
* [ ] A moderate amount - there will still be other barriers
* [ ] Little to none – it will make no meaningful difference
* [ ]  Unsure
 |
| 5.5 | What three main additional actions could the Government do to enable businesses to take up low-emissions fuels and carbon-capture technology? |
|  | * Please write your first action here
* Please write your second action here
* Please write your third action here
 |
| 5.6 | If you are an electricity generator, please explain and/or provide evidence of how Electrify NZ could affect projects already planned or underway. |
|  | Click or tap here to enter text. |
| 5.7 | If you are an electricity generator, please explain and/or provide evidence of how Electrify NZ could increase the likelihood that new projects will be investigated. |
|  | Click or tap here to enter text. |
| 5.8 | Please provide any additional feedback on the Government’s proposals to reduce emissions in the energy sector and the industrial processes and product use sector. |
|  | Click or tap here to enter text. |

## Chapter 6: Transport | Te tūnuku

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| **Transport sector at a glance**  | A white line drawing of a bus and a car  Description automatically generated |

 |
| **A graph and clouds with text  Description automatically generated** | **Annual emissions** | * 2022: 13.6 Mt CO2-e
* 2030 (projected): 11–16 Mt CO2-e
* 2050 (projected): 3–11 Mt CO2-e
 |
| **A blue line drawing of a column  Description automatically generated** | **Pillars of the strategy** | * Clean energy is abundant and affordable.
* Credible markets support the climate transition.
 |
| **A blue and black pie chart  Description automatically generated** | **Why this sector is important** | * The transport system is critical to economic growth and productivity. New Zealand is in a strong position to decarbonise transport through electrification.
* Making clean energy accessible and enabling electric vehicle (EV) uptake via improved charging infrastructure will remove some non-market barriers to uptake.
 |
| **A blue and black clock in a chat bubble  Description automatically generated** | **What we’re doing now** | * We are reviewing the Clean Car Importer Standard to ensure it is effective and achievable.
* We are working with businesses through Sustainable Aviation Aotearoa to understand the barriers to decarbonising aviation.
 |
| **A blue and black line drawing of a calendar  Description automatically generated** | **What’s coming** | * We will enable a network of 10,000 public EV charging points by 2030 and facilitate private investment in EV charging infrastructure.
* We will review regulatory barriers to decarbonising heavy vehicles.
* We will work with other countries on sustainable aviation fuels and low- and zero-carbon shipping on key trade routes by 2035.
* We will support public transport in our main cities.
 |
| **A blue line art of a bird  Description automatically generated** | **What this means for New Zealanders** | * People can charge their EVs easily across the country.
 |

| **Chapter 6** |
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| 6.1 | Do you support the proposed actions to enable EV charging infrastructure? |
|  | * [ ] Yes I support
* [ ] No I don't support
* [ ] Unsure
 |
| 6.2 | What are the three main actions the Government can do to reduce barriers to and enable the development of a more extensive public EV charging infrastructure in New Zealand (without adding too much cost for households and businesses)? |
|  | * Please write your first action here
* Please write your second action here
* Please write your third action here
 |
| 6.3 | Do you support the Government’s proposals to reduce emissions from heavy vehicles? |
|  | * [ ] Yes I support
* [ ] No I don't support
* [ ] Unsure
 |
| 6.4 | What are the three main actions the Government can do to make it easier to switch to low- and zero-emissions heavy vehicles (without adding too much cost for households and businesses)? |
|  | * Please write your first action here
* Please write your second action here
* Please write your third action here
 |
| 6.5 | Do you support the Government proposals to reduce emissions from aviation and shipping? |
|  | * [ ] Yes I support
* [ ] No I don't support
* [ ] Unsure
 |
| 6.6 | What opportunities might there be from rolling out new technologies to reduce emissions from aviation and shipping? |
|  | Click or tap here to enter text. |
| 6.7 | What are the three main actions the Government can do to make it easier to reduce emissions from aviation and maritime fuels (without adding too much cost for households and businesses)? |
|  | * Please write your first action here
* Please write your second action here
* Please write your third action here
 |
| 6.8 | Please provide any additional feedback on the Government’s thinking about how to reduce emissions in the transport sector. |
|  | Click or tap here to enter text. |

## Chapter 7: Agriculture | Te ahuwhenua

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| Agriculture sector at a glance  | A white line drawing of a farm  Description automatically generated |

 |
| A graph and clouds with text  Description automatically generated | Annual emissions | * 2022: 41.3 Mt CO2-e
* 2030 (projected): 36–40 Mt CO2-e
* 2050 (projected): 30–44 Mt CO2-e
 |
| A blue line drawing of a column  Description automatically generated | Pillar of the strategy | * World-leading climate innovation is boosting the economy.
 |
| A blue and black pie chart  Description automatically generated | Why this sector is important | * Agriculture makes up about half of New Zealand’s total emissions. It is essential that domestic efforts to reduce emissions support our farmers to produce emissions-efficient products and do not cause production to shift to other parts of the world where it is more emissions intensive.
 |
| A blue and black clock in a chat bubble  Description automatically generated | What we’re doing now | * We are reviewing methane science and targets.
* We are accelerating the development of mitigation tools and technologies to reduce on-farm emissions.
* We are developing measurement of on-farm emissions for use by 2025.
 |
| A blue and black line drawing of a calendar  Description automatically generated | What’s coming | * We will implement a fair and sustainable pricing system for on-farm emissions by 2030.
 |
| A blue line art of a bird  Description automatically generated | What this means for New Zealanders | * The agriculture sector maintains production of low-emissions goods to access high-value markets.
* The sector uses technologies to lower emissions while lifting productivity and the value of exports.
 |

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| **Chapter 7** |
| 7.1 | What are the three main barriers or challenges to farmer uptake of emissions-reduction technology? |
|  | * Please write your first barrier here
* Please write your second barrier here
* Please write your third barrier here
 |
| 7.2 | How can the Government better support farm- and/or industry-led action to reduce emissions? |
|  | Click or tap here to enter text. |
| 7.3 | How should Government prioritise support for the development of different mitigation tools and technologies across different parts of the agriculture sector? |
|  | Click or tap here to enter text. |
| 7.4 | What are three possible ways of encouraging farmer uptake of emissions-reduction tools? |
|  | * Please write your first answer here
* Please write your second answer here
* Please write your third answer here
 |
| 7.5 | What are the key factors to consider when developing a fair and equitable pricing system? |
|  | Click or tap here to enter text. |
| 7.6 | Please provide any additional feedback on the Government’s thinking about how to reduce emissions in the agriculture sector. |
|  | Click or tap here to enter text. |

## Chapter 8: Forestry and wood processing | Te ahumahi ngāherehere me te tukatuka rākau

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| Forestry and wood-processing sector at a glance  | A group of trees on a black background  Description automatically generated |

 |
| A graph and clouds with text  Description automatically generated | Annual removals | * 2022: –4.6 Mt CO2-e
* 2030 (projected): –15 to –16 Mt CO2-e
* 2050 (projected): –15 to –27 Mt CO2-e
 |
| A blue line drawing of a column  Description automatically generated | Pillars of the strategy | * Credible markets support the climate transition.
* Nature-based solutions address climate change.
 |
| A blue and black pie chart  Description automatically generated | Why this sector is important | * Forestry and wood processing remove carbon from the atmosphere to reduce our net emissions and produce high-value products that can replace emissions-intensive ones.
 |
| A blue and black clock in a chat bubble  Description automatically generated | What we’re doing now | * We are restoring confidence in the NZ ETS to give certainty to the forestry and wood-processing sector.
 |
| A blue and black line drawing of a calendar  Description automatically generated | What’s coming | * We propose to limit whole-farm conversions to forestry on high-quality land to protect highly productive farmland.
* We will boost wood processing by improving the consenting framework, supporting commercial investments and getting the system settings right to be building with wood.
 |
| A blue line art of a bird  Description automatically generated | What this means for New Zealanders | * We reduce net emissions, while protecting our most valuable and productive farmland.
 |

| **Chapter 8** |
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| 8.1 | How could partnerships be structured between the Government and the private sector to plant trees on Crown land (land owned and managed by the Government)? |
|  | Click or tap here to enter text. |
| 8.2 | What are the three main actions the Government could do to streamline consents for wood processing?  |
|  | * Please write your first action here
* Please write your second action here
* Please write your third action here
 |
| 8.3 | How large should the role of wood in the built environment play in New Zealand’s climate response? |
|  | * [ ] Less than currently
* [ ] About the same as currently
* [ ] More than currently
* [ ] Unsure
 |
| 8.4 | What other opportunities are there to reduce net emissions from the forestry and wood-processing sector? |
|  | Click or tap here to enter text. |
| 8.5 | Please provide any additional feedback on the Government’s thinking about how to reduce emissions in the forestry and wood-processing sector. |
|  | Click or tap here to enter text. |

## Chapter 9: Non-forestry removals | Ngā tangohanga ngāherehere-kore

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| **Chapter 9** |
| 9.1 | What are the three main opportunities for non-forestry removals to support emissions reduction? |
|  | * Please write your first opportunity here
* Please write your second opportunity here
* Please write your third opportunity here
 |
| 9.2 | What are three main barriers to developing more non-forestry removals? |
|  | * Please write your first barrier here
* Please write your second barrier here
* Please write your third barrier here
 |
| 9.3 | It is important to balance landowners ability to use their land flexibly with the recognition of the role of non-forestry removals. How can this balance be achieved? |
|  | Click or tap here to enter text. |
| 9.4 | What three main benefits beyond emissions reductions could be created by developing more non-forestry removals? |
|  | * Please write your first benefit here
* Please write your second benefit here
* Please write your third benefit here
 |
| 9.5 | What risks and trade-offs from incentivising land-use and management change to reduce net emissions need to be considered? |
|  | Click or tap here to enter text. |
| 9.6 | Please provide any additional feedback on the Government’s thinking about how to reduce emissions through non-forestry removals. |
|  | Click or tap here to enter text. |

## Chapter 10: Waste | Te para

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| Waste sector at a glance  | A white outline of a truck  Description automatically generated |

 |
| **A graph and clouds with text  Description automatically generated** | **Annual emissions**  | * 2022: 3.5 Mt CO2-e
* 2030 (projected): 3.3 Mt CO2-e
* 2050 (projected): 3.0 Mt CO2-e
 |
| A blue line drawing of a column  Description automatically generated | **Pillars of the strategy** | * Infrastructure is resilient and communities are well prepared.
* Credible markets support the climate transition.
 |
| **A blue and black pie chart  Description automatically generated** | **Why this sector is important** | * Waste is an important issue to New Zealanders.[[1]](#footnote-2) Enabling better waste diversion will help households and businesses to reduce their waste and the associated emissions. Local and central government and the waste management, resource recovery and recycling sector all have key roles in this system.
 |
| **A blue and black clock in a chat bubble  Description automatically generated** | **What we’re doing now** | * The New Zealand Emissions Trading Scheme (NZ ETS) incentivises efficient landfill gas capture.
* A portion of the waste disposal levy is invested in New Zealand’s waste infrastructure.
 |
| **A blue and black line drawing of a calendar  Description automatically generated** | **What’s coming** | * We will have further targeted investment in New Zealand’s resource recovery infrastructure and systems (including for construction and demolition waste).
* We will investigate improving organic waste disposal and landfill gas capture.
 |
| **A blue line art of a bird  Description automatically generated** | **What this means for New Zealanders** | * Waste-related biogenic methane emissions are further reduced.
* More reusable and recyclable resources are available for use in the New Zealand economy.
 |

| **Chapter 10** |
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| 10.1 | Do you agree or disagree that the Government should further investigate improvements to organic waste disposal and landfill gas capture? |
|  | * [ ] Agree
* [ ] Disagree
* [ ] Unsure
 |
| 10.2 | What is the main barrier to reducing emissions from waste (in households and businesses or across the waste sector)? |
|  | Click or tap here to enter text. |
| 10.3 | What is the main action the Government could take to support emissions reductions from waste (in households and businesses or across the waste sector)? |
|  | Click or tap here to enter text. |
| 10.4 | Please provide any additional feedback on the Government’s thinking about how to reduce emissions in the waste sector. |
|  | Click or tap here to enter text. |

## Chapter 11: Helping sectors adapt to climate change impacts | Te āwhina i ngā rāngai ki te

### Summary

The Climate Change Response Act 2022 (CCRA) requires emissions reduction plans to include a multi-sector strategy to meet emissions budgets and improve the ability of those sectors to adapt to the effects of climate change. This chapter outlines how we propose to adapt to the effects of climate change through the second emissions reduction plan (ERP2).

As we work to reduce emissions, we also need to manage climate change impacts. How we approach this could affect the ability of sectors to adapt either positively (ie, adaptation co-benefits) or negatively (ie, maladaptation).

| **Chapter 11** |
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| 11.1 | What are the three main barriers to managing climate risks through emissions reduction policies in this discussion document? |
|  | * Please write your first barrier here
* Please write your second barrier here
* Please write your third barrier here
 |
| 11.2 | What are the three main benefits of managing climate risks that can come from the emissions reductions policies in this discussion document? |
|  | * Please write your first benefit here
* Please write your second benefit here
* Please write your third benefit here
 |
| 11.3 | What are some examples of how businesses and industries are already managing climate risks? |
|  | Click or tap here to enter text. |
| 11.4 | How can these kinds of activities be further supported? |
|  | Click or tap here to enter text. |
| 11.5 | Please provide any additional feedback on the pathway the Government has set out for managing climate risks from emissions reduction activities. |
|  | Click or tap here to enter text. |

## Chapter 12: Addressing distributional impacts of climate mitigation policy | Te whakatutuki i ngā pāpānga tohatoha o te kaupapahere whakamauru panoni āhuarangi

### Summary

Alongside our efforts to reduce emissions, we need to address the distributional impacts from climate mitigation policy in the second emissions reduction plan (ERP2). Reducing emissions and increasing removals can be disruptive and impose costs on different groups of New Zealanders.

Each emissions reduction plan is required, under the Climate Change Response Act 2022 (CCRA), to include a strategy to mitigate the impacts of reducing emissions and increasing removals on employees and employers, regions, iwi and Māori, and wider communities, including the funding for any mitigation action.

This chapter sets out an initial analysis of the distributional impacts of some policies in this discussion document. It also outlines how we will more thoroughly assess and address those impacts in the published ERP2.

| **Chapter 12** |
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| 12.1 | What are the main impacts of reducing emissions on employees, employers, regions, iwi and Māori, and/or wider communities that you believe should be addressed through Government support?  |
|  | Click or tap here to enter text. |
| 12.2 | The Government can use a lot of existing tools to support people affected by reducing emissions (welfare and income support systems, employment and training services).Do you think additional climate-specific services, supports or programmes should be considered by the Government over the coming years? Please describe what additional climate-specific services, supports or programmes could be useful.  |
|  | Please choose one of the following answers: * [ ] Yes
* [ ] No
* [ ] Unsure
 |

## Privacy statement and consent to release submissions

### Who will see your submission

The Privacy Act 2020 applies certain principles about the collection, use and disclosure of information about individuals by various agencies, including the Ministry for the Environment. It governs access by individuals to information about themselves held by agencies. Any personal information you provide as part of a submission will be managed in accordance with the Privacy Act.

All submissions will be accessible to Government agencies and Crown Entities that are responsible for developing or implementing parts of the second emission reduction plan. This includes, but is not limited to, the following:

* Ministry of Transport
* Ministry for Primary Industries
* Ministry of Business, Innovation and Employment
* Ministry for the Environment
* Waka Kotahi / New Zealand Transport Agency
* Energy Efficiency and Conservation Authority
* Civil Aviation Authority
* Maritime New Zealand
* KiwiRail
* The Treasury
* Land Information New Zealand.

### How submissions will be used

The Ministry for the Environment will publish a summary of submissions which will not identify any individual submitters.

After receiving submissions, we will analyse them to help inform final decisions on the second emissions reduction plan which will be published by the end of 2024.

### Publishing of your submission

The Ministry for the Environment may publish on its website the content of submissions (including names of submitters) as they are often of high interest to the public or share them in response to an Official Information Request (under the Official Information Act 1982).

The Ministry for the Environment will also retain your/your organisation’s name and email address as part of a stakeholder list for future communication about ERP2 or related climate issues.

By providing a submission, the Ministry for the Environment will consider that you consent to the release and retention of your details.

If you do NOT wish your personal details to be released or retained please indicate that below.

If you think any part of your submissions should be withheld for publication or release under the Official Information Act please indicate what and why below.

We will consider your preference when responding to any requests for information. You have the right to request access to or to correct any personal information you supply to the Ministry.

| **Privacy statement and consent to release submissions** |
| --- |
| A. | Have you read and understood our privacy statement on who will see your information and how it will be used? |
|  | [ ] Yes, I have understood the statement (required) |
| B | Do you consent to your submission being published on the Ministry for the Environment’s website? |
|  | Please choose one of the following answers: * [ ] Yes
* [ ]  Yes, but without publication of Submitter name
* [ ] No
 |
| C | If yes to the above, clearly state if there are parts of your submission that you do not want published. |
|  | Click or tap here to enter text. |
| D | Do you consent to your details being kept as part of a stakeholder list for future communication about ERP2 or related climate issues? |
|  | Please choose one of the following options:* [ ] Yes
* [ ] No
 |

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| Published in July 2024 by the Ministry for the Environment – Manatū mō te TaiaoPublication number: INFO 1259 | Shape  Description automatically generated with medium confidence |

1. Waste-related issues have continuously featured in the top 10 concerns of New Zealanders in the Colmar Brunton/Kantar better futures survey, including the 2023 survey. [↑](#footnote-ref-2)