



COMMISSION FOR ECOLOGY, JUSTICE AND PEACE  
INTEGRAL ECOLOGY COMMITTEE  
17 June 2021

**SUBMISSION TO THE MINISTRY OF TRANSPORT**  
**on**  
**Hīkina te Kohupara – Kia mauri ora ai te iwi:**  
**Transport Emissions: Pathways to Net Zero by 2050**

*The quality of life in cities has much to do with systems of transport, which are often a source of much suffering for those who use them. Many cars, used by one or more people, circulate in cities, causing traffic congestion, raising the level of pollution, and consuming enormous quantities of non-renewable energy. This makes it necessary to build more roads and parking areas which spoil the urban landscape. Many specialists agree on the need to give priority to public transportation. Yet some measures needed will not prove easily acceptable to society unless substantial improvements are made in the systems themselves, which in many cities force people to put up with undignified conditions due to crowding, inconvenience, infrequent service and lack of safety.*

Pope Francis: Laudato Si' - On the Care of our Common Home, 2015 (paragraph 153)

**Introduction**

1. The Archdiocese of Wellington Ecology Justice and Peace (EJP Commission) welcomes the opportunity to give feedback on **Hīkina te Kohupara – Kia mauri ora ai te iwi: Transport Emissions: Pathways to Net Zero by 2050**.
2. The EJP Commission's mandate includes supporting the communities of the Archdiocese and the wider community to hear and respond to the cry of the earth and the cry of the poor. It is from this mandate that this submission is developed.
3. We are informed by Catholic social teaching on stewardship and care for the environment, especially as expressed and taught by Pope Francis in his encyclical *Laudato Si'* on care for our common home.
4. We recognise that human activity is changing our climate. We also recognise this is a threat to life. We know that change is required at all levels of our society. That includes the

changes we can make as individuals, families and households, and together as communities. This requires structural change, including change in policy and practice which is beyond the control of individuals, and must be made by central government, local government, businesses and community leaders.

5. The EJP Commission would like to congratulate the Ministry of Transport for its comprehensive discussion paper to help inform the Government's strategic approach to reduce emissions in the transport sector. Since transport is responsible for 47 percent of total domestic CO<sub>2</sub> emissions and 19.7 percent of total greenhouse gas emissions, it is a major player in the success of leading Aotearoa to meeting our net zero carbon target by 2050.
6. The EJP Commission have responded to just a few of the Questions posed in the Green Paper that are most related to our mandate.

**Question 4: Do you think we have listed the most important actions the government could take to better integrate transport, land use and urban development to reduce transport emissions? Which of these possible actions do you think should be prioritised?**

7. Yes this section is very comprehensive and covers a wide range of ways to better integrate transport, land use and urban development to reduce transport emissions.

We recommend the following listed as possible actions to be prioritised.

- Accessible, inclusive and frequent public transport hubs and **affordable pricing** is critical when integrated with quality compact mixed use urban developments. Public transport services need to be significantly improved in existing socially deprived areas.
- Increase supply of **social affordable housing** within the quality compact mixed use urban developments around employment hubs.
- Improving **environmental sustainability** especially for food security and protecting ecosystems.
- **Placemaking** for people's wellbeing including accessible cycleways, walkways, shared mobility options, and essential amenities such as medical centres.

**Question 12: A Just Transition for all of Aotearoa will be important as we transition to net zero. Are there other impacts that we have not identified?**

8. Recycling of EV car batteries: With carmakers phasing out combustion engines and more electric vehicles (EV) being produced, research needs to be carried out and a plan put in place for what will happen to all the dead batteries of EVs when they come to the end of their life in New Zealand. Many countries are looking at ways they can recycle these. New Zealand must keep up with all of this, and set in place policies that avoid pollution and serious waste management problems.
9. Our greatest concerns are about promoting equity and inclusion, identifying and overcoming barriers, and supporting communities and workers. Hīkina te Kohupara

recognises that Government must work with Iwi/Māori, communities, regions and sectors to ensure that policies are fair, equitable and inclusive and manage the impacts of the changes ahead.

10. Support for change needs to be targeted towards the community sector. Many community organisations, including churches, are fully aware of the impacts of climate change on the most vulnerable, and support action to reduce carbon emissions. However, most organisations in the community sector operate on shoestring budgets with little capacity to plan for significant future infrastructural change. We would like to see specific communication and consultation focused towards decision-makers and funders in the community sector.
11. Affordability of public transport is key in encouraging the shift away from private vehicle use. Some examples of this would be:
  - Provide free travel on all school buses until completion of secondary school.
  - Subsidized transport for beneficiaries and tertiary students.
  - Integrated public transport throughout the country e.g. a commuter from Wellington could use a Snapper card in Auckland or all cards can be used across public transport modes – buses, trains, light rail, ferries

**Question 14: *Do you have any views on the policies that we propose should be considered for the first emissions budget?***

12. New Zealand has learned this year the value of going “hard and early” to protect our society from Covid-19. We need to follow the same principles in our response to climate change. We recognise that we are already close to the 1.5-degree goal, and that life for many of our Pacific neighbours will change irrevocably even if we achieve this goal. Like combatting a global pandemic, we cannot afford to think only of our own wellbeing as if what happens in other parts of the world does not affect us. Policies and choices made need to account for this and be implemented without delay.
13. De-carbonizing our transport sector, responsible for 47% of our total domestic Co2 emissions is critical. In failing to take substantial and sustained actions we run the risk of transferring to future generations not only the costs and burden of adaptation for our everyday activities, but also leaving to them the foreseeable challenges of responding to constant humanitarian disasters, from mass environmental migration to frequent weather-related emergencies.

**Conclusion**

14. We welcome the role that the Ministry of Transport is playing in informing and consulting with the wider community on necessary changes that need to be made to transport systems to enable us to transition to a zero-emissions economy. We encourage you to continue to engage with the public around these questions, as we all deepen our understanding of the changes we need to make to protect our planet and our people.