Labour commits to Christchurch commuter rail in $100m package

Michael Hayward and Jamie Small  • 20:01, Jun 22 2017
including adding commuter rail between Rolleston and the city.

Should Labour win September's election, the money would support bus services in easing congestion and create opportunities for residential and commercial development, the party says.

Labour leader Andrew Little said there were huge opportunities for greater Christchurch as the rebuild progressed, but congestion and a lack of good public transport was holding the city back.

Labour Party leader Andrew Little says a 21st century city needed a "integrated, multi-modal public transport at its heart".

"A 21st century city simply has to have integrated, multi-modal public transport at its heart."

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https://www.stuff.co.nz/national/politics/93960723/labour-commits-to-christchurch-commuter-rail-in-100m-package
Little said the Rolleston to Christchurch line would be a permanent service, with station placement to be determined after council consultation. Timing of the line would be negotiated with local authorities, but Labour wanted to see it up and running "within a few years".

"Rolleston's population has more than tripled in the last decade and is projected to continue to grow rapidly. It makes sense to restart commuter rail with this line. The network will be expanded over time as suitable," he said.

The train line would take commuters to Christchurch Railway Station in Addington, with buses to the CBD. It would use the existing rail corridor with new and renovated stations and double-tracking where needed.

"We know that traffic volumes are growing on the Southern Motorway, we know that public transport is a growing issue for Christchurch and we know that there is an opportunity to do something with existing rail tracks."

He said he had communicated with city personal trainer Tane Apanui, who earlier this year proposed a low-cost commuter rail service for greater Christchurch.

Apanui said he was glad Labour was taking action, but the plan seemed "a little incomplete".

He said the policy seemed backwards because it was the northern arterial route that was congested: "I'm not sure why they're targeting Rolleston first."

For the rail network to function properly, there needed to be trains running from the north and west, he said.

"If you're going to chuck a hundred million dollars at something, you may as well do the lot."

Labour's Canterbury spokeswoman Megan Woods said the party would work with the Greater Christchurch Public Transport Joint Committee and local councils to decide how to spend the $100m.

Not all of it would go towards rail: "The whole point is that we're being non-prescriptive with the money."

National had "completely missed the opportunity" to include modern public transport in the city rebuild, she said.

Little said the money would come from the National Land Transport Fund and there was room to expand the commuter rail in future.
He said it "might" make sense to integrate commuter rail into the CBD Accessible City transport plan, which was under construction, but the immediate opportunity was to make use of the existing rail track.

Christchurch Mayor Lianne Dalziel said she was aware there were "major disruptions in terms of technology" coming, such as electric and autonomous vehicles.

Dalziel said she wanted to be thinking in terms of transport corridors rather than modes of transport.

Labour had promised a significant sum of money and she wondered if rail was the best way to achieve the goal.

Rail would be considered in the review of the public transport plan, she said.

Commuter rail has been a hot topic in Christchurch.

Labour made a similar promise in 2014, when former leader David Cunliffe announced $100m for a "modern rail plan that will unclog Christchurch's roads".

Apanui's proposal sought crowd-funding to get off the ground in March. The service, called Dash Rail, did not get close to its $1.8m target.

The proposal disagreed with a 2014 Environment Canterbury report, which found rail was not viable because of the expense.

Apanui took the proposal to the Greater Christchurch Public Transport Joint Committee, where committee members voted not to proceed with his plan.

Apanui said he would be open to working with Labour on the project.
Growth at Lyttelton Port Company’s (LPC) rail-served inland port at Rolleston over the past three years demonstrates the crucial contribution rail makes to sustainable transport networks and supply chains around the country.

Lyttelton Port Company’s Marketing Manager Simon Munt says MidlandPort has exceeded expectations since it opened just over three years ago, and now handles more than 10 per cent of the port’s overall business.

In 2016, two or three trains a week were moving containers to and from Midland to the Port. Now KiwiRail operates up to sixteen return services a week from Midland.

"Not only is this taking at least 120 trucks off the road each day, it is ensuring that containers are moved to and from the Port efficiently without traffic delays and at lowest cost to customers."

"A number of containers moving through MidlandPort never touch the road, making MidlandPort a key part of reducing our customers’ carbon emissions and providing a sustainable logistics solution."

Mr Munt says some LPC customers are benefiting from a more than 50 per cent carbon emissions reduction by using a supply chain that includes MidlandPort.

"Like LPC, many of our customers have strong commitments to sustainability and ambitious carbon emission reduction targets so we’re focused on helping them achieve those targets."

KiwiRail Chief Operating Officer Todd Moyle says the success of the MidlandPort operation demonstrates the crucial contribution rail can make to transport networks in this country.

"With freight volumes expected to grow significantly in coming years we will need all our transport networks working together to ensure our goods get to market. Using rail as part of a multi-modal supply chain benefits everyone by minimising emissions, reducing road congestion and maintenance costs, and improving safety."

"Road congestion along Brougham Street has been identified for many years as an impediment to the supply chain, so we are very pleased to be playing our part in resolving that issue."
MidlandPort

Our new Inland Port at Rolleston, named MidlandPort.

It will service the increasing freight requirements of mid Canterbury largely resulting from irrigation of the Canterbury plains. In Central Canterbury alone 60,000 hectares of mostly dryland farms will be transformed by the Central Plains Water Irrigation scheme, increasing agricultural output by an estimated $264 million per year.

MidlandPort caters for this growth. It acts as a hub for receiving, storing and consolidating containers and as a distribution point where containers are transferred between trucks and trains.

MidlandPort’s rail connection with the Port improves container freight efficiency, and decreases travel time and freight costs for customers. In time it will also reduce road congestion by removing a significant number of trucks on the Port route.

MidlandPort became operational on 1 June 2016.

CONNECTIVITY

MidlandPort is strategically positioned to offer shippers in the region unparalleled connectivity to all transport modes throughout the South Island. Combined with our extensive facilities and neighbouring developments, a supply chain that includes MidlandPort can be optimised to ensure that containers are moved to and from ports at the lowest cost. Features of MidlandPort’s location include:

- Next to the main trunk rail line and State Highway 1, within 1km of the end of the new Southern Motorway Stage 2.
- Exclusive access to Lyttelton Port of Christchurch via a dedicated rail shuttle.
- Connections to a large number of shipping services and shipping lines, offering direct calls to Australia, Asia, North America and Europe.
- Rail access to all points West and South of Rolleston.
- Rolleston is at the heart of the region catering for significant amounts of both export and import cargo.
FACILITIES
MidlandPort offers its customers world class facilities that are purpose designed to offer seamless accessibility and fast and efficient operations.

- Rail siding capable of holding two 60 TEU trains with daily connecting services directly between Lyttelton and Rolleston
- Full container yard for the storage and despatch of import and export containers
- Empty container depot for the storage and repair of empty containers
- Capacity for up to 168 reefer plugs
- Customs Controlled Area and MPI Transitional Facility

MidlandPort uses the same terminal operating system as Lyttelton Port, allowing for seamless transfer of containers between the site with full visibility of containers at all times.

LPC is also undertaking a significant expansion program at Lyttelton Port to ensure it is capable of handling future container growth to and from the Canterbury region. These developments include:

- Up to 34 hectares of land reclamation for future container terminal expansion
- Additional container berths and cranes
- A new rail siding and gate exchange area
- Channel deepening to allow up to 14.5 meter vessel draught.

BENEFITS
MidlandPort provides a number of benefits to its customers:

- Extended free time for both imports and exports, allowing more flexibility in the supply chain and more resilience to changes to shipping and packing schedules.
- Direct connection to adjacent warehousing sites allowing cross dock operations and container packing and de-vanning.
- Lower overall supply chain cost by minimising empty container movements and moving containers in bulk between Rolleston and Lyttelton.
- Avoid city traffic and delays.

INVESTMENT OPPORTUNITIES
Next to the MidlandPort site the Carter Group are developing a 95 hectare industrial port called I PORT. This is an outstanding opportunity to invest or lease a site that shares a common boundary with MidlandPort providing maximum supply chain efficiencies.
The unexpected and unavoidable consequences of living with climate change

Catherine Groenestein • 18:00, Jul 26 2019

Katie Sinclair, 18, is considering not having children because of the contribution to climate change.

At 18, Katie Sinclair has already decided she's unlikely to become a mum. That's because of her determination to do her bit to fight the climate crisis. "Children don't really interest me," Sinclair, who lives in the small South Taranaki town of Opunake, says. "I think I've already decided I want to be the fun aunt, rather than the mum. Having children is such an impact on the environment."

Having one less child is the most effective personal greenhouse-gas reducing option open to anyone, rich or poor, as this can save 58.6 tonnes of CO2 equivalent each year, a study published in Environmental Research Letters and quoted by the Guardian says.
Sinclair says considers climate change in almost all decisions she makes.

READ MORE:
New Zealand landfills are becoming full of unloved clothes as 'fast fashion' grows
Pet's carbon paw-prints could be cat-astrophic for planet
New Zealand couples concerned for planet choose childless futures
What is the carbon footprint of international tourism in NZ?

The trend has been recognised globally as 'birth striking'. A New York Times survey of young adults in America last year found 33 per cent had, or were expecting to have, fewer children than expected because they were worried about climate change. The movement has some famous backers. Singer Miley Cyrus and her husband Liam Hemsworth are on board.

This sounds radical but to really tackle climate change people will collectively have to live as if there's wartime rationing, Professor Steve Trewick, a specialist in evolutionary ecology and genetics at Massey University, says.
Professor Steve Trewick from Massey University says we need to live as though our resources are rationed.

"It's terrible to use that war analogy because that's very negative, but in a way, we are at war with ourselves. As a species we are over-using our resources and those resources are definitely limited," he says.

During World War II in Britain, food including eggs, meat, butter and sugar was rationed, as was fuel and later clothes and household goods.

At that time only a few families owned a car and people were more accustomed to 'make do and mend' rather than buying new items.

"Technology is not going to magic away that problem. The fact is, we're using too much of a limited resource so we have to change," Trewick says.
Transport is the fastest growing source of climate pollution in New Zealand.

And it's required at all levels, right through business, economics, politics and personal decisions.

"I think that's where the real struggle's going to come because we will all want to listen to the politicians who say things that don't require us to make much change to our lives. We don't want to hear the people who say no, actually we have to radically change globally our behaviour as people," he says.

And individual actions will help bring this about, Trewick says.

If far more of us recognised and started to accept the reality of the situation the planet was in and so were prepared to make tiny changes, he says we'd then be much more receptive to the bigger changes that will came along.

The issues, encompassing air and water pollution, greenhouse gas emissions, increasing climate change, biodiversity loss and loss of quality of life for many people around the world, are too big for us to comprehend, Trewick says.

"In nearly all situations you can track back the products you use and resources you use and find that somewhere in the world these days, someone else is not doing very well out of the deal."

While having a collective sense of responsibility is healthy, beating oneself up is not, Trewick says.

"What's better is to take some level of positive action," he says.
people buy coffee each day in New Zealand.

"And you start to get some very big numbers." And you feel good about it, he says.

There are many ways individuals can take small actions.

Minister for Climate Change James Shaw is keen to see people driving electric vehicles.

In New Zealand, transport is the fastest-growing source of climate pollution, Minister for Climate Change James Shaw says.

"The single best thing most people can take is to switch to a more efficient, lower-emission car – ideally an electric vehicle, if you've got the option. For people who live and work in cities, catching trains and buses, walking and cycling, rather than driving, can add up to a huge difference.

"Another is to choose a Kiwisaver provider that doesn't invest in fossil fuel companies, because money talks and that helps shift investment into clean energy technologies."

Ethical decisions about our lives confront us at every turn.

We should all be choosing natural fabrics and laundering less, because synthetics like our beloved polar fleece shed hundreds of thousands of microfibres (particles of plastic below 5mm in size) each time they're washed,
Volunteers pick up rubbish in Fox River on the West Coast after a flood ripped open the Fox Glacier landfill in March.

According to Friends of the Earth, microfibres have been found in air, rivers, soil, drinking water, beer and table salt.

And should we feel good wearing cheap fast fashion items and ignore the likely awful working conditions for those that sewed them and the mountains of cast-off clothing clogging landfills?

Red meat and whether to eat it is another well-debated topic, with many people opting for veganism to reduce carbon emissions from farming animals for food.

Then there's the surprisingly large carbon footprint of the fur children we take on as substitutes for the kids we've decided not to have.
Pet cats and dogs have a huge carbon footprint, research shows.

A 2017 study published in the Public Library of Science found that in the United States companion dogs and cats ate enough meat to account for about 64 million tonnes of methane and nitrous oxide, two greenhouse gases. This has the same impact as driving 13.6 million cars for a year.

Sixty four per cent of New Zealand households have at least one pet, just one per cent behind the United States, according to the New Zealand Companion Animal Council.

That's a lot of food, most of which is imported, and a lot of poo picked up with plastic bags and sent to landfills.

Reducing the rate of dog and cat ownership, perhaps in favour of other pets that offer similar health and emotional benefits, would considerably reduce these impacts, the study author said.

Even if owning cats remains socially acceptable, holidaying overseas may not.

In Sweden, there's flygskam – or flight shame – a buzz word to describe feelings of guilt or embarrassment caused by stepping on board an airplane. In April, Swedish teen activist Greta Thunberg, a leader in recent worldwide student protests against climate change, toured Europe by rail calling on the continent's leaders to do more.

The clash between our efforts to transition to a low-carbon economy and our tradition of the big OE as a kiwi rite of passage and the growing numbers of
Flying alone makes up more than eight per cent of global CO₂ emissions, according to research published in *Nature Climate Change* last year, and if it were a country it would be among the world's top 10 emitters.

Sinclair has been organising beach cleanups to help keep the oceans free of plastic.

Despite the grim news on every front, Sinclair remains optimistic about the future and firmly believes in personal action.

"Probably with 95 per cent of everything I do, I'm like, how is this going to impact the environment?"

"I one hundred per cent believe individual choices make a difference, changing your habits will make a difference and it creates a ripple effect."

Since she started organising beach clean-ups around her home town Opunake last year as a school project, she has been picking up rubbish wherever she goes.

If she changes her mind about having children, she will use reusable nappies and share toys with other families through toy libraries.

There are many other ways to take earth-friendly action, she says.

"Some of my friends are vegan for the environmental side of it and the animal rights, that's what they're really aware of."
Climate Change and Energy

Last updated on: 24/10/2019

Greenhouse gas emissions from the transport sector make up about 20 percent of New Zealand’s total greenhouse gas emissions each year (see New Zealand’s national inventory [http://www.mfe.govt.nz/publications/climate/greenhouse-gas-inventory-2011/index.html]). Transport also represents over 40 percent of New Zealand’s greenhouse gases from the energy sector.

Summary of the Transport Climate Change Work programme

The Ministry of Transport’s climate change work programme includes contributions to the New Zealand Emissions Trading Scheme, biofuels, electric vehicles, other alternative fuels and technologies and the energy efficiency of commercial fleets.

- **Electric Vehicles** ([multi-modal/climatechange/electric-vehicles]): Government has announced its Electric Vehicles Programme, which aims to increase the uptake of electric vehicles in New Zealand.
- **Other alternative fuels and technologies**: The government is investigating the potential of second generation transport fuels derived from diverse non-food based renewable sources such as biomass, woody biomass and landfill gas.
- **The Heavy Vehicle Fuel Efficiency Programme**: The heavy vehicle fleet is responsible for 20 percent of the energy used for domestic transport. On 21 September 2012 the Energy Efficiency and Conservation Authority (EECA) launched a programme for improving heavy vehicle fuel efficiency. The programme aimed to reduce fuel costs for the freight industry by 7.5 percent by building on the existing SAFED (Safe and Fuel Efficient Driving) and by addressing barriers to its uptake. The programme provided short courses to train industry professionals who were then able to assist freight companies to implement the programme and financial assistance for freight companies in recognition of the slim profit margins many operate under. It was set up a website that provides comprehensive advice for the freight industry on implementing a range of strategies for improving fuel efficiency. More information can be found on the SAFED NZ website ([http://safednz.govt.nz/](http://safednz.govt.nz/)).
- **Fuel Economy** ([multi-modal/climatechange]): The government has also introduced a requirement for the fuel economy of vehicles to be displayed at their time of sale and has created a FuelSaver website ([http://www.fuelsaver.govt.nz/](http://www.fuelsaver.govt.nz/)) where the public can compare fuel efficiency of vehicles.

Diversity of energy sources will help to build resilience in the transport sector to potential future oil supply constraints and also contribute to lowering greenhouse gas emissions from the transport sector.
Policy documents - Vehicle Fuel Economy Standard

In August 2009, the Minister of Transport announced the government’s decision not to progress with work on a regulated Vehicle Fuel Economy Standard.

▶ Read the Minister of Transport’s announcement on the beehive website (http://www.beehive.govt.nz/release/govt+won’t+proceed+fuel+economy+standard)

Read more about clean car reforms here (/multi-modal/climatechange/electric-vehicles/clean-cars/).