**Government Policy Statement on land transport (GPS) 2018 Year 1 Report**

**Year 1 (2018/19) –** Environment

The Government Policy Statement (GPS) on land transport 2018 has long-term results to **reduce greenhouse gas emissions from transport** and **transport’s negative effects on the local environment and public health.** In addition to the work associated with the GPS, the Government is also undertaking the Electric Vehicles Programme to support the uptake of electric vehicles (EVs) alongside other low-emission forms of transport.

Many of the measures identified to track progress against these results are not available for 2018/19. These measures are being developed and will be included in future reports.

# **GREENHOUSE GASES**

**Greenhouse gas emissions from land transport as a proportion of all New Zealand greenhouse gas emissions**

**This section reports on data from New Zealand’s Greenhouse Gas Inventory, the official annual report of human-generated greenhouse gas emission in New Zealand, maintained by the Ministry for the Environment. Land transport consistently contributes around 18% of all New Zealand greenhouse gas emissions; almost all of which comes from road transport emissions. Total emissions from road transport increased from 13883.0 kilotonnes of c**arbon dioxide equivalent (CO2-e) **in 2016 to 14775.6 kilotonnes in 2017.**

CO2-e is a measure for how much global warming a given type and amount of greenhouse gas causes, using the equivalent amount of carbon dioxide as the reference. CO2-e is used for describing different greenhouse gases in a common unit, which allows them to be reported consistently.

**Land transport emissions as a total of all NZ greenhouse gas emissions 2015-17**. Data source: [Ministry for the Environment](https://emissionstracker.mfe.govt.nz/#NrAMBoEYF12TwCIByBTALo2wBM4eiQCs2AHEltEA). Note that this data is reported as calendar year rather than financial year.

**Greenhouse gas emissions from land transport**

Unlike the data above which covers greenhouse gas emissions from all sources, the measures below are reported by Waka Kotahi and focus specifically on emissions from land transport. As a result, they follow a different methodology to that of the Ministry for the Environment (reported above). Specifically, a matrix of vehicle emission factors, extracted from the New Zealand Vehicle Emission Prediction Model (VEPM 5.3), is used with the input variables to calculate the mass of pollutant per length of roadway. This method has the advantage of providing both national and regional estimates. Currently these measures are limited to emissions from road transport but is expected to be extended over time to include rail[[1]](#footnote-1).

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|  | 2015 | 2016 | 2017 | 2018 |
| National total of greenhouse gases emitted per year from land transport in kilotonnes | - | 10,813 | 10,834 | 11,500 |
| Greenhouse gas emissions (per 100,000 population) in kilotonnes | - | 226.9 | 223.8 | 233.9 |
| % change since previous year | - | - | +0.2% | +6.1% |

*Data source: Waka Kotahi.*

**Greenhouse gas emissions by region**

**The region with the highest greenhouse gas emissions from land transport is Auckland, followed by Waikato and Canterbury.**

**Greenhouse gas emissions by region 2016-18.** Data source: Waka Kotahi.

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| **More information**  **Click** [here](https://www.transport.govt.nz/multi-modal/climatechange/) **for more information about the work the Ministry is doing with regards to greenhouse gases. We have largely relied on Waka Kotahi data in this report because it includes regional breakdowns, but more information at a national level is also available from the Ministry for the Environment’s** [Greenhouse Gas Inventory](https://www.mfe.govt.nz/publications/climate-change/new-zealands-greenhouse-gas-inventory-1990-2017)**.** |

# ****NOISE POLLUTION****

**Exposure to land transport noise**

**In 2017, 37,883 people were exposed to land transport noise equal or more than 64** **LAeq (A weighted equivalent continuous sound level in decibels) measured over 24 hours.**

**Regional breakdowns of this data show that the number of people exposed to high levels of land transport noise is highest in Auckland and Wellington. Currently this measure includes only road but in future is expected to also include rail.**

**Exposure to land transport noise by region (2017).** Data source: Waka Kotahi.

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| **Notes for reading this report**   * Data is provided by financial year where available, and is otherwise provided by calendar year. * Where available, data is provided for the most recent year (i.e. 2018/19) plus the three years covered by the previous GPS, GPS 2015 (i.e. 2015/16, 2016/17, 2017/18), to provide baseline. In some cases historical data is not available and is therefore not included in the report. * Input or investment measures (i.e. $ invested in X) are based on Waka Kotahi’s Transport Investment Online (TIO) system and include funding from the National Land Transport Fund (NLTF), Crown funding, and, where applicable, local share. It does not include money from the Provincial Growth Fund (PGF). The numbers are therefore not comparable with the Waka Kotahi-produced NLTF annual report which does not include local share but does include PGF. * Land transport activities that are proposed and delivered by approved organisations (e.g. local road maintenance, local road improvements, public transport) are delivered by the local authority with funding assistance from the NLTF. The amount that Waka Kotahi co-invests from the NLTF in local activities is largely determined by the funding assistance rates (FARs) applicable to approved organisations. Approved organisations raise their local share from rates revenue, debt, developer contributions or other financial contributions and revenue. * Numbers are provided to one decimal place where available to the Ministry. |

1. See Waka Kotahi’s Vehicle Emissions Mapping Tool <https://www.nzta.govt.nz/roads-and-rail/highways-information-portal/technical-disciplines/air-quality-climate/planning-and-assessment/vehicle-emissions-mapping-tool/>. [↑](#footnote-ref-1)