

Young, Claire (REPS)

From: Peter Newman
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To: Committee, Treaties (REPS)
Subject: Submission to Treaty Committee on Kyoto

Submission to Kyoto Treaty Review

By Peter Newman

I am of the strong opinion that the Kyoto Treaty will not harm our economy but will help us to do many things we should be doing anyway.

I have attached some recent writing about transit leverage which is an important concept as we look at how our cities can change under a carbon-constrained future, and also a good paper on renewables and electric vehicles. I have a researcher writing about this latter topic at the moment as it is changing so quickly. One of our Associates Wal James who wrote the paper attached is going to the Electric Vehicle conference in San Jose next week and will be staying on a week to get the latest inside information. This is the most rapidly developing area of real value for understanding how renewables can be expanded in our cities. The TOD/transit message is a critical one for reducing energy but even if we do all that there will be many suburbs not on rail and electric vehicles can serve as local links to good transit as well as the other trips that don't fit with transit. Both approaches are not enough in themselves. The importance of electric vehicle storage is that it can enable renewables to be 100% of the grid instead of 15% without storage. The North Port Quay development in WA will be the first demonstration of this concept in Australia and probably the largest in the world. Google has done it on their campus. We will be having a conference in September to talk about The Renewable City with Peter Droege and Robyn Williams which will highlight this project and the approach.

I am also giving you a copy of some work we did for Parsons Brinckerhoff which looks at the costs of urban development. It compares a TOD type development with an outer fringe development. If we do less of the fringe and more TODs we will save for every 1000 dwellings 4400 tonnes of greenhouse gas but its cost is minor compared with the costs of infrastructure saved (around \$86 million) and costs of transport saved (around \$250 million annualized over 50 years) for every 1000 dwellings. Health costs are saved also. We are still working on this paper but the main story is clear.

The paper is consistent with the message that a carbon constrained economy should be a better one.

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