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Page 1: 2018 State Election Candidate climate survey

Q1 Candidate Name

Christopher Anderson

Q2 Science and Targets. The IPCC 1.5C report said the world needs to get to net zero emissions by 2050 to limit temperatures to the 1.5C target. Exceeding this target adds substantial economic, social and environmental costs and more extreme impacts imperiling the health and safety of citizens. Victoria has set a net zero emissions target of 2050 in the Climate Act.

The IPCC report presents a compelling case to limit global temperature rise due to climate change to 1.5 degrees.

Agree with reservations

Developed countries like Australia need to achieve net zero emissions substantially earlier than 2050, as a matter of global equity.

Agree strongly

Victoria's net zero emissions target for 2050 should be reviewed and brought forward.

Agree strongly

Q3 Triple bottom line accounting brings to account three domains that we need for a good life. They are economic, environmental and social which includes health. It is important to use triple bottom line accounting on all infrastructure, particularly for transport.

(no label)

Agree Strongly

Q4 Energy - Renewable Energy Targets: The Victorian government has legislated for renewable energy generation targets of 25% by 2020 and 40% by 2025. Considering that electricity generation is much easier to decarbonise than other sectors (eg Aviation) and in the light of the IPCC 1.5C report, Victoria should transition to 90% or more renewable energy for electricity by 2030, with battery and pumped hydro storage used for firming supply.

(no label)

Agree with Reservations

Q5 Energy and Public Ownership: The electricity grid should be returned to the public sector to facilitate the transition to renewable energy and control the affordability of electricity prices.

(no label)

Strongly Agree

Q6 Energy Transition: Trains. Power purchasing agreements have been made for construction of two solar farms for powering Melbourne trams, set for completion by May 2019. The Melbourne suburban rail system is the second largest electricity user in Victoria. It should also be run on renewable energy by 2022.

(no label)

Strongly Agree

Q7 Energy Efficiency. The State Government should use regulation and incentives for an aggressive program of energy efficiency in both public and private sectors, to achieve what the market will not do on its own.

(no label)

Strongly Agree

Q8 Energy and Just Transition: Continued structural support should be provided by the Victorian Government via the La Trobe Valley Authority and other programs for economic diversification, social transition and support of coal communities during the energy transition.

(no label)

Strongly Agree

Q9 Energy: new high emissions fossil fuel projects in Victoria (1)Fast Tracked approval of coal to hydrogen pilot export program to Japan (Info: Environment Victoria) should be reversed and the project stopped

(no label)

Strongly Agree

Q10 Energy: new high emissions fossil fuel projects in Victoria (2)AGL LNG to gas import facility at Western Port Bay (Allows Bass Strait gas exported overseas via pipelines to the Gladstone LNG terminals to be imported to Victoria. Fugitive emissions occur at each stage - Info: Environment Victoria). The AGL gas processing facility should not be given approval.

(no label)

Strongly Agree

Q11 Ground Transport: Transport is the second largest source of greenhouse emissions at 19%, growing by 3.4% in the year to December 2017. The 2018 Victorian state budget allocated for transport infrastructure funding: 69.1% to roads, 30.5% to public transport, and 0.36% to walking and cycling. Reduction in transport greenhouse gas emissions in Victoria needs

prioritising funding for public transport, cycling and walking over major road projects

Strongly Agree

regional and interstate freight shift from road to rail

Strongly Agree

Q12 Aviation Emissions. This is one sector where a technical solution to emissions reduction is not readily available, with Australia's domestic aviation emissions forecast to grow at 2.2% per year to 2035, International aviation emissions to grow at 3% per year (Infrastructure Australia PDF). A return flight from Melbourne to London produces about 9 tonnes of CO2 per economy passenger, however the climate impact of aviation is 2-3 times the CO2 emissions. The Draft Melbourne Airport Masterplan forecasts demand for aviation will double in the next 20 years and is seeking to build new runways and terminals with no plans in place to limit aviation emissions. (Background: Elephant in the Sky PDF)

Melbourne (Tullamarine) airport should not be expanded unless aviation emissions can be reduced.

Agree with Reservations

East Coast High Speed Rail should be developed as an alternative

Strongly Agree

Q13 Deforestation is a key driver of changes to weather both globally and locally and climate change puts our forests at risk. Victoria must move to protect our tree coverage, especially old growth forests which are notable carbon sinks (See The Age article 2016).

Move forest harvesting to plantation timber only	Strongly Agree
Declare Greater Forest National Park (GFNP)	Strongly Agree
Ensure structural transition programs for timber workers and communities	Strongly Agree

Q14 Do you have any supplementary comments relating to the questions above, comments on other issues related to climate change not covered, or comments on climate change generally?

Massive investment into hemp as a carbon sequester and sustainable resource to replace majority of paper, cardboard and textiles industry. Government regulations on hemp to be reviewed and lifted ASAP.
