

Draft Ballot Paper

For circulation to the Members of the Assembly in advance of the voting to take place on Sunday 5th November 2017

Introduction

Over the course of the last two weekends, the Members of the Assembly have considered a range of issues in relation to *How the State can make Ireland a leader in Tackling Climate Change*.

This draft Ballot Paper attempts to capture some of the key issues which have emerged during discussions.

The core business on Sunday 5th November 2017 will be discussions on the draft Ballot Paper. The Chairperson will introduce the complete draft Ballot Paper and the members will then have an opportunity to discuss it in their groups.

The relevant members of the Expert Advisory Group, together with the Chair and the Secretariat, will then be available to answer any questions on the draft. Time has been included on the agenda to allow any amendment agreed by the members to be included on the final Ballot Paper.

The results of the final Ballot will form the basis of the recommendations to be made to the Houses of the Oireachtas.

The draft Ballot paper is broken down into four sections as follows:

- A. Putting Climate Change Considerations at the heart of policy making
- B. Energy Policy
- C. Transport Policy
- D. Agriculture and Land Use Policy

Under each section a number of draft questions are provided. Sections A and B have been developed based on the information provided at the first weekend, and specific feedback received from members through the reflective exercise and the Steering Group. As such these are more developed. Sections C and D are in a much earlier stage of development and are included in anticipation of the discussion at the second weekend.

The draft Ballot Paper is being circulated to Members in advance of the weekend to allow them to consider it in advance and also to feed back any suggestions or comments to the Secretariat before the weekend.

Please note that in order to ensure that the timings for voting on the Sunday are adhered to, it will be necessary to strictly follow the agenda. This may mean that not every point of view will be heard in the feedback and questions and answers session.

Ancillary Recommendations

As was the case with the voting on the Eighth Amendment of the Constitution, the Members of the Assembly will be invited to write down any other issues which they feel should be included as Ancillary Recommendations of the Assembly. Any emerging consensus on themes or issues will be included as recommendations in the final report which will be prepared by the Chair of the Assembly. This will be done as a written reflective exercise once voting has concluded on the Sunday. A copy of the document to be used for this purpose is provided at the end of the draft Ballot paper for reference. A hard copy will be provided on the day.

A. Putting climate change considerations at the centre of policy-making

Question 1

Please Mark X in one box below.

| | Mark X in one box | |
|---|-------------------|----|
| Question 1 | Yes | No |
| To ensure climate change is at the centre of policy-making in Ireland, a new or existing independent body should be resourced appropriately, operate in an open and transparent manner, and be given a broad range of new functions in legislation to urgently address climate change. Such functions and powers should include, but not be limited to those outlined below. | | |
| <ol style="list-style-type: none">1. To examine any legislative proposals it considers relevant to its functions and to report publically its views on any implications in relation to climate change; the relevant Minister must respond publically to the views expressed in a [any] report prior to the progress of the particular legislative proposal;2. To propose national sectoral targets for emissions reductions, to be implemented by the Oireachtas, with regular review and reporting cycles;3. To institute proceedings in any Court for the purpose of obtaining redress of any wrong in respect of any matter concerning climate change. | | |

Question 2

Please Mark X in one box below.

| | Mark X in one box | |
|---|-------------------|----|
| Question 2 | Yes | No |
| The State should take a leadership role in addressing climate change through mitigation options, including, for example, retrofitting public buildings, electrification of public vehicles, renewable generation on public buildings and through adaptation measures including, for example, increasing the resilience of public land and infrastructure. | | |

Question 3

Please Mark X in one box below.

| | Mark X in one box | |
|---|-------------------|----|
| Question 3 | Yes | No |
| There should be much higher progressive taxes, which build year-on-year, on carbon intensive activities (for example Carbon Tax on the use of petrol and diesel and the use of fossil fuels for home heating). The revenue raised by these taxes should <u>only</u> be spent on measures that directly aid the transition to a low carbon and climate resilient Ireland (for example making solar panels more cheaply and easily available, retrofitting homes, flood defenses, developing infrastructure for electric vehicles). | | |

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Question 4

This question seeks to establish how much Members would be willing to directly aid the transition to a low carbon and climate resilient Ireland (for example making solar panels more cheaply and easily available, retrofitting homes, flood defenses, developing infrastructure for electric vehicles). This question uses the example of a proposed increase in the current Carbon Tax. A short explanatory note on Carbon Tax and the potential impact at individual level of the increases proposed is provided.

Note for the members on Carbon Tax: The carbon tax applies to both liquid and solid fuels. It appears on household heating (but not electricity) bills and is also applied to solid fuels such as coal and peat for home heating purposes. It is also applied to petrol and diesel. According to the Climate Change Advisory Council Periodic Review Report 2017, the current Irish tax rate of €20/ tCO_{2e} (i.e. a carbon tax of €20 per tonne of carbon dioxide) is approximately in the mid-range of rates applied internationally. The Carbon Tax raised over €400 million in 2016.

In order to illustrate the impact of the proposed increases set out in the question below for the Members of the Assembly, on the basis of current Carbon Tax rates it is estimated that:

A 100% increase in carbon tax (**i.e. €40/ tCO_{2e}**) would:

- yield an extra €400 million per annum to the Exchequer
- mean an average rise of €0.xx per litre on petrol and €0.xx on diesel, and €70-€80 on an annual home heating bill

A 50% increase in carbon tax (**i.e. €30/ tCO_{2e}**) would:

- yield an extra €200 million per annum to the Exchequer
- mean an average rise of €0.xx per litre on petrol and €0.xx and €35-€40 on an annual home heating bill

PLEASE NOTE THAT THE SECRETARIAT IS WORKING ON DEVELOPING THESE EXAMPLES IN MORE DETAIL

| Question 4 | |
|---|--|
| Following on from question 2, and on the assumption that all revenues raised from much higher progressive taxes on carbon intensive activities would only be spent on measures that directly aid the transition to a low carbon and climate resilient Ireland, I would; | Please choose one of the following options Mark X |
| Option 1. be willing to pay an increase of 100% in carbon tax | |
| Option 2. be willing to pay an increase of 50% in carbon tax | |
| Option 3. <u>not</u> be willing to pay any increase in carbon tax | |

Question 5

Please Mark X in one box below.

| | Mark X in one box | |
|--|-------------------|----|
| Question 5 | Yes | No |
| The State should undertake a comprehensive assessment of the vulnerability of critical infrastructure (including energy, transport, built environment, water and communications) with a view to building resilience to ongoing climate change and extreme weather events. The outcome of this assessment should be implemented. Recognising the significant costs that the State would bear in the event of failure of critical infrastructure, infrastructure spending should be prioritised to take account of this. | | |

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B. Energy Policy

Question 6 - Micro-generation

Please Mark X in one box below.

| | Mark X in one box | |
|---|-------------------|-----------|
| Question 6 | Yes | No |
| The State should enable, through legislation, the selling back into the grid of electricity from micro-generation by private citizens (for example energy from solar panels or wind turbines on people's homes or land) at a price which is at least equivalent to the wholesale price. | | |

Question 7 - Renewable Energy- Community Involvement

Please Mark X in one box below.

| | Mark X in one box | |
|---|-------------------|-----------|
| Question 7 | Yes | No |
| The State should act to ensure the greatest possible levels of community ownership in all future renewable energy projects by encouraging communities to develop their own projects and by requiring that developer-led projects make share offers to communities to encourage greater local involvement and ownership. | | |

Question 8 – Peat Extraction

Please Mark X in one box below.

| | Mark X in one box | |
|--|-------------------|-----------|
| Question 8 | Yes | No |
| The State should immediately end all subsidies for peat extraction and instead spend that money on peat bog restoration and retraining those workers impacted and providing new employment opportunities for them. | | |

C. Transport Policy

Question 9- Sustainable Travel

| | Mark X in one box | |
|------------|-------------------|----|
| Question 9 | Yes | No |
| | | |

Question 10- Electric Vehicles

Please Mark X in one box below.

| | Mark X in one box | |
|---|-------------------|----|
| Question 10 | Yes | No |
| <p>The State should immediately take the following steps to support the transition to electric vehicles:</p> <ul style="list-style-type: none"> • Develop an expanded national network of charging points; • Introduce a range of additional incentives to encourage motorists towards electric vehicle ownership in the short term. Such measures should include, but not be limited to targeted help-to-buy schemes, reductions in motor tax for electric vehicles and lower or free motorway tolls. • Progressively disincentivise the purchase of new carbon intensive vehicles through year-on-year increases in fuel tax, motor tax and purchase taxes for petrol and diesel vehicles. | | |

Question 11- Public Transport

Please Mark X in one box below.

| | Mark X in one box | |
|--|-------------------|----|
| Question 11 | Yes | No |
| <p>The State should prioritise the expansion of public transport options over road infrastructure spending at a ratio of no less than 2-to-1 to facilitate the broader availability and uptake of public transport options with particular attention to rural areas.</p> | | |

D. Agriculture and Land Use Policy

Question 12- Food Waste

Please Mark X in one box below.

| | Mark X in one box | |
|--|-------------------|----|
| Question 12 | Yes | No |
| According to the Food and Agriculture Organisation's 2015 Food Wastage Footprint & Climate Change report, food waste generates around 8% of global greenhouse gas emissions annually. To address this issue in Ireland, legislation should be developed requiring food retailers with premises larger than 200sqm to donate to charities a minimum of 50% of good quality food approaching its best-before date, which currently goes to landfill. | | |

Question 13- Efficient Food Production

Please Mark X in one box below.

| | Mark X in one box | |
|--|-------------------|----|
| Question 13 | Yes | No |
| Possible question about supports for efficient farming | | |

Question 14- Land Diversification

Please Mark X in one box below.

| | Mark X in one box | |
|--|-------------------|----|
| Question 14 | Yes | No |
| Possible question about greater supports for diversification of land use, including in support of other aligned goals such as renewable energy (e.g. solar farms), and climate change adaptation (flood reduction, ecosystem services) | | |

