

REACH Public Consultation on Singapore's Climate Ambition

5 - 26 September 2022

Respondent Name: Dennis Eng Wei Yang

1 Singapore has stated that we intend to achieve net zero emissions by or around mid-century. Reaching net zero emissions by 2050 is:

- (a) Just right
- (b) Too ambitious
- (c) Not sufficiently ambitious

Answer: (a) Just right

1.1 [If answered (b) or (c) above] What is a suitable year to reach net zero?

- (a) Not Sure
- (b) 2030-2039
- (c) 2040-2049
- (d) 2050-2059
- (e) 2060-2069
- (f) Beyond 2070

Answer: -

1.2 Please feel free to provide your thoughts on what makes a suitable net zero year.

NIL

2 Should we enhance Singapore's 2030 NDC which currently pledges to peak emissions at 65 MtCO_{2e} around 2030?

- (a) Yes
- (b) No
- (c) Neutral/ Maybe/ Not sure

Answer: Yes

3 What should our 2030 NDC ambition be and why? (Refer to Paras 3 - 4 of Consultation Document)

Growth of technology more often than not, has always been exponential rather than linear. And this can help quicken the pace transition to net zero. We need to send the right market signal that Singapore is willing to capitalize on this opportunity. Therefore, to encourage even higher degree of low-carbon strategies in our economy, we should set a 2 tier target similar to the Paris agreement. Eg, pledge to peak emissions at 65MtCO₂ around 2030, and pursue efforts to peak emissions at 55MtCO₂ by 2030.

4 What can the Government do to support Singapore's transition to a low carbon future?

Transportation, besides power generation, is one of the most difficult industry sector to abate carbon emissions. However, the increasingly technical and commercial viability of electric mobility provides a applicable solution to decarbonize transportation. For example, SBS currently has 20 new fully electric buses and will be charged by pantograph chargers at bus interchanges. These efforts needs to be greatly accelerated in order to create significant carbon emission reduction. Tax incentives, rebates, or subsidy scheme should be seriously considered as tools to simulate electrification of vehicle fleets in the C&I sector as well.

5 What can businesses and industries do to support Singapore's transition to a low carbon future?

More awareness needs to be raised on the impact of carbon taxes on local businesses, especially SMEs. More importantly understanding of carbon tax needs to go hand in hand with awareness. More tools needs to be availed to SMEs to help them understand impact of carbon footprint, HOW to calculate their footprint, WHAT to do to abate those footprints and WHY it can benefit their businesses. Large portion of our GDP comes from SMEs, thus stands to reason that this is a low-hanging fruit in our energy transition.

6 What can individuals and communities do to support Singapore's transition to a low carbon future?

Japan had a close call with rolling brownouts this year, but managed to avoid it by encouraging citizens and businesses to conserve energy usage in the middle of summer. Although Singapore has yet to face such situation, it has been shown that power demand management is just as important in a transition to low carbon future, and individuals collectively can contribute significantly to reducing carbon emission. TV broadcast of our energy supply usage and margin is a good first step to raising awareness among Singaporean about our countries energy usage.

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7 While there may be trade-offs or inconveniences, I am willing to contribute / play my part in helping Singapore realise its net zero ambition.

- (a) Strongly Agree
- (b) Neutral
- (c) Agree
- (d) Strongly Disagree
- (e) Disagree

Answer: Strongly Agree

8 Do you have any other thoughts on Singapore's climate ambition that you wish to share?

One of the Green Plan key targets is to increase solar energy deployment by five-fold to at least 2 GWp. Singapore benefits solar friendly regulations such as net metering, and a fairly structure process to apply interconnection of Solar PV to the grid. However, there still more be done to reduce regulatory friction. From past experience as a project manager for several rooftop solar PV installations in Singapore, compliance to SCDF Fire Code has been the biggest threat to feasibility of rooftop solar installations. An in-depth study into how the current fire code can facilitate solar installations both in a safe manner and in a cost effective manner is urgently required. Imposing safety requirements with no due consideration to the cost impact can severely limit our rooftop solar deployment.