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**Committee** Regional Sustainability  
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## Climate Change Response Update

### 1. Purpose

This report updates the Committee about Greater Wellington's response to climate change in general and on progress with the Communities for Climate Protection (CCP-NZ) programme in particular.

### 2. Significance of the decision

The matters for decision in this report do not trigger the significance policy of the Council or otherwise trigger section 76(3)(b) of the Local Government Act 2002.

### 3. Background

Greater Wellington (GW) signed up to the Communities for Climate Protection programme (CCP-NZ) in 2006 and achieved Milestone 1 (development of a greenhouse gas emissions inventory) in July 2007. Milestones 2 and 3 entail the establishment of emissions reduction goals and an action plan to achieve these goals.

The CCP programme is split into two sectors – corporate and community. In April 2008 Council approved emissions reduction goals (see Table 1 in 4.1 below) for the corporate sector (i.e. for the carbon emissions the organisation is responsible for directly in carrying out its functions). Setting reduction goals for the community sector is still in progress and is a collaborative exercise with the territorial authorities. It could take up to a year to set goals and develop an agreed action plan..

### 4. Discussion

#### 4.1 Corporate segment

A draft action plan to achieve the reduction goals set by Council in April 2008 is in its final stages. It has been considered by the Executive Management Team which has requested some fleshing out of the implementation actions

The draft plan will be tabled at the meeting for your information. The Appendix contains a list of actions that GW has undertaken over past years in its quest to become a more sustainable organisation. Although these have been relatively easy to introduce (the “low hanging fruit”), the organisation should be pleased with the progress that has already been made.

**Table 1 Corporate sector emission goals for 2012, 2020 and 2050**

Recommended reduction goals				
Corporate Sector	GHG emissions (CO <sub>2</sub> e tonnes) 2005/06	2012 (% reduction)	2020 (% reduction)	2050 (% reduction)
Water Production and Supply	4,761	15	25	35
Vehicle Fleet	890	30	40	60
Employee Commute	247	30	40	60
Buildings and Installations	384	20	30	50
Waste	40	30	50	80
Airline Travel	39	5	10	40
<b>Total Reduction Goals</b>		<b>18%</b>	<b>28%</b>	<b>41%</b>

As with the implementation of any major strategy in any organisation, the significant challenge of this corporate action plan will be leadership. The plan is fundamentally about behaviour change - changing "the way we do things around here" in a number of areas. Such change is never easily achieved, requiring leadership with a small “I” at all levels of the organisation. On the plus side, this presents an opportunity to develop those skills and equip GW to take the role appropriate for the lead agency involved in environmental sustainability in the region. In general, the approach is to get teams to develop their own strategies for achieving the goals: one size will not fit all.

Three quarters of GW’s emissions come from the electricity consumed in pumping potable water to the four cities. The remaining 25% come from energy used in buildings, transport for both work trips and commuting, and waste.

#### 4.1.1 Energy

To all intents and purposes, energy in this case refers to electricity consumption in buildings and some plant. The electricity consumed in pumping water is dealt with in Section 4.1.5 Water.

As the Appendix to the Plan shows, considerable work has been done to install energy efficient heating and ventilation in most buildings, but more is required if reduction targets are to be met. While specific initiatives will be part of the

Energy Management Strategy proposed by the Plan, investment in infrastructure and/or equipment will almost certainly be needed. Issues with the Masterton office will need to be addressed by the design of the new building. Some retrofitting of the Wellington office will be required. Meeting our energy goals will have cost implications.

There is possibly a good leadership opportunity to be explored in modelling use of energy generated on site.

#### 4.1.2 Vehicle fleet

Achieving the emissions reduction goals for the vehicle fleet will be a stretch in the first few years. It is likely that new technologies, such as electrically-powered cars, will come on stream in the next 5 – 10 years and make the achievement of the later goals easier.

GW's vehicle purchasing policy now uses CO<sub>2</sub> emissions as a major criterion for selection. As technologies advance and low-emission vehicles become more readily available, the maximum permitted level in the policy will inevitably reduce.

Reduced use of the fleet through a shift to alternative meeting formats (video-conferences, teleconferences, online exchanges), and through a shift to use of public transport will also be required. Already staff are carpooling more between the RCC and Masterton offices. Provision of "hot desk" work stations at either end for those waiting for colleagues to complete their business will improve the efficiency of this move. Resolution of issues resulting from the dual use of the video conference rooms at each end will also reduce the need for travel between the two.

#### 4.1.3 Employee commute

Given how many of the employees working out of the RCC already commute to work by public transport or active modes, and given the high proportion of employees who do work out of the RCC, the goals set for reducing the carbon footprint of the commute are ambitious. Some marginal gains can no doubt be made through car pooling and further encouragement of switching to active modes. However, the bulk of the reductions will need to come from other offices. Again, car pooling offers some opportunities but significant shifts to public transport are not feasible under current circumstances. Masterton office staff have suggested that provision of better commuter transport for all Masterton workers (not just those from GW) from the southern Wairarapa towns would be welcomed. However, this comes with a cost.

It is also clear that the rural lifestyle means that many staff bring their cars to work in order to be able to do business relating to their other activities in the lunch hour, eg, buying bulk stock-feed etc. Discussions are underway with Masterton staff to identify innovative ways of addressing these issues *which will work for them*. The location of the new office building will have significant implications for the organisation's ability to achieve commute

savings: a location close to the CBD will make it far easier to persuade staff out of their cars at least on some days of the week.

#### 4.1.4 Waste

Management of waste within GW has a high profile despite the fact that it contributes only 1% of the corporate emissions. As a result, it offers value as a top-of-mind prompt to all staff to consider their impact on the environment in everything they do. The Plan identifies reduction of waste through control at point of entry as a way of reducing waste emissions and as an opportunity to influence the behaviour of suppliers. The preferred vendor system can be used to implement this initiative. As a result, and since no separate goal for sustainable procurement was set, the sustainable procurement initiatives have been included under the Waste heading in the Plan. The Plan further suggests that CO2 emissions be incorporated into cost/benefit analyses and contractor selection criteria for capital works.

#### 4.1.5 Water

Emissions from potable water production and supply constitute 75% of GW's total. The issues involved in reducing this footprint are complex and different in nature from all the other areas of focus in the corporate Plan since this is the one area where GW must rely on TA and community actions to reduce its emissions. Here GW's climate change response intersects squarely with the Regional Water Strategy development and achievement of the 2020 goal will need to be effected through its demand reduction initiatives. The complexity arises from the highly political nature of water supply in the region and from the fact that the Water Strategy is concerned with litres consumed and the climate change response with emissions from pumping. Thus, the aims of the Water Strategy could be met through providing more water to meet demand but this would run directly counter to the long term climate change response needs to reduce emissions from pumping.

The goal of 15% reduction by 2012 is not intended to be achieved through demand reduction. Calculations using the current Ministry for the Environment emissions factor for electricity indicate that the commissioning of the two mini-hydro plants at Te Marua and Wainuiomata will deliver these savings.

The 2020 and 2050 goals will be addressed through the Regional Water Strategy and probably through the eventual deployment of clean energy technologies.

## 4.2 Community segment

### 4.2.1 Approach

The approach of setting regional emissions reduction goals as a first step and then developing an action plan to achieve them would be risky where community emissions are concerned - for the simple reason that achievement of the goals will depend very greatly on actions at the TA level. As a result, a

meeting in early July 2008 of representatives of six of the eight TAs involved agreed that a small working group should be formed to work through the issues and recommend both the goals and the strategies for achieving the goals. The group of representatives also agreed that the Plan would have a far greater chance of success if it were developed as a shared plan for the region with ownership by all the TAs rather than GW's plan on which the TAs were merely consulted..

#### 4.2.2 Implications

The Emissions Reduction and Adaptation Working Group (ERAWG) meets on a three-weekly cycle. Wellington City is well-resourced in this area but the other participants – Kapiti Coast District Council, Hutt City and Wairarapa – are not with the result that they have little time to focus on issues at the regional level. Indeed, the Wairarapa representative of all three councils recently withdrew from the group because of pressure of other work. This means that the aim of a fully shared plan is likely to take time to achieve. The current aim is to have a draft ready for discussion with the TAs in June 2009 and for final adoption in Q2 of 2009/10.

It is worth noting that Upper Hutt City is the sole TA in the region which is not a participant in the CCP-NZ programme. Their interest in the issues is growing however, and they will be briefed and perhaps more fully involved with the draft Plan.

#### 4.2.3 Work to date

ERAWG has focused largely on agreeing an inventory of community emissions which we believe is reasonably robust and reasonably easily replicated during the monitoring phase. At time of writing, the group is fairly certain to agree at its 9 October meeting that an inventory developed for GrowWellington by Landcare Research Ltd, with input and peer review by NIWA, offers the best option. The inventory is based on the 2006/07 financial year, thus updating the 2001 inventory used for Milestone 1 of the CCP programme. **Total emissions for the region increased from 2.1 M tonnes in 2001 to 3.8 M tonnes in 2006/07.** This inventory will then be referred to the wider representative group for adoption. Once this baseline is set, we will be able to move forward more quickly on several fronts.

Landcare Research Ltd has developed this inventory tool with deployment beyond the Wellington region in mind. We are currently investigating the possibility of obtaining a grant to work with GrowWellington to develop it as a web-based tool which could be shared with other councils and possibly beyond New Zealand. There may be a commercial opportunity in this.

In parallel with this work, we have had some preliminary discussions to try and define the issues involved in developing a set of goals and a Plan which will have a good chance of success. We have agreed that while the CCP-NZ programme focuses almost solely on emissions reduction (i.e. mitigation), the region should take this opportunity to address adaptation issues as well: trying to contain global warming to a liveable level is vital but we know we will need

to adapt to some climate change effects resulting from emissions already in the atmosphere.

A database of existing strong relationships between councils and groups in their communities, as well as of existing policy and regulatory instruments through which initiatives might be achieved, is being developed. This will lead to opportunity identification for the short and medium term and a gap analysis.

Close contact has been maintained with the people developing the Regional Water and Energy Strategies and the new Regional Policy Statement as these have significant implications for achieving the emissions reductions goals we will set.

A start has been made on developing a set of criteria for selecting initiatives for inclusion in the action plan. The draft criteria will be worked on with both this Council and the TAs.

#### 4.2.4 Timeline

An approximate timeline for development of the community action plan is as follows:

**Table 2 Community Action Plan development timetable**

Action	Date	Comment
<b>Emissions inventory:</b> get TA agreement through presentation and discussion	Nov/Dec 2008	Tool produces TA level breakdown which need to be discussed with TAs. Their understanding of implications critical to success of action plan.
<b>Emissions inventory and strategy selection criteria:</b> WRC adoption	Dec 2008	
<b>Strategy selection criteria:</b> WRC adoption	Nov 2008	Discuss with TAs during emissions inventory communication process. Discussion with Regional Sustainability Committee at November 08 meeting.
<b>Strategy and goals development</b>	Nov2008 – Mar 2009	ERAWG to develop. Regional Strategy Committee to be updated at February meeting.
<b>Community consultation</b>	March/April - 2009	Possibly piggy-backing on LTCCP/Annual Plan process at regional and TA levels.

<b>Draft community action plan</b>	June 2009	ERAWG to develop post community consultation and discuss with TAs. Discussion with Regional Sustainability Committee
<b>Emissions reduction goals set and action plan adopted: WRC</b>	Sept 2009	This date will be dependant on feedback received

## 5. Recommendations

*That the Committee:*

1. *Receives the report.*
2. *Notes the content of the report.*

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**Attachment 1:**