



If calling, please ask for Democratic Services

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## Climate Committee

Tuesday 15 February 2022, 1.00pm

Remotely, via Microsoft Teams

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### Members

Cr Nash (Chair)

Cr Brash

Cr Kirk-Burnnand

Cr Lee

Cr Connelly (Deputy Chair)

Cr Gaylor

Cr Laban

Cr van Lier

**Recommendations in reports are not to be construed as Council policy until adopted by Council**

# Climate Committee

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Tuesday 15 February 2022, 1.00pm

Remotely, via Microsoft Teams

## Public Business

No.	Item	Report	Page
1.	Apologies		
2.	Conflict of interest declarations		
3.	Public participation		
4.	<a href="#">Confirmation of the Public minutes of the Climate Committee meeting on 19 October 2021</a>	21.489	3
5.	<a href="#">Update on the Progress of Action Items from previous Climate Committee meetings – February 2022</a>	22.16	7
6.	<a href="#">Low Carbon Acceleration Fund Review</a>	22.18	11
7.	<a href="#">Parks restoration – Managing Transition</a>	22.40	25
8.	<a href="#">Wellington Regional Leadership Committee – Climate Change projects update</a>	22.41	39
9.	Modelling transport emissions	Oral Report	
10.	<a href="#">Climate Emergency Response programme update</a>	22.30	49



Please note these minutes remain unconfirmed until the Climate Committee meeting on 15 February 2022.

Report 21.489

## Public minutes of the Climate Committee meeting on Tuesday 19 October 2021

All members participating remotely, at 9.30am.

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### Members Present

Councillor Nash (Chair)  
Councillor Connelly (Deputy Chair)  
Councillor Brash  
Councillor Gaylor  
Councillor Kirk-Burnand  
Councillor Laban  
Councillor Lee  
Councillor van Lier  
Dr Maria Bargh

All members participated at this meeting remotely and counted for the purpose of quorum, as per clause 25B of Schedule 7 to the Local Government Act 2002.

### Karakia timatanga

The Committee Chair opened the meeting with a karakia timatanga.

### Public Business

#### 1 Apologies

There were no apologies.

#### 2 Declarations of conflicts of interest

There were no declarations of conflicts of interest.

#### 3 Public participation

There was no public participation.

**4 Confirmation of the Public minutes of the Climate Committee meeting on 17 August 2021 - Report 21.377**

Moved: Cr Connelly / Cr Kirk-Burnnand

That the Committee confirms the Public minutes of the Climate Committee meeting on 17 August 2021 - Report 21.377

The motion was **carried**.

**5 Update on Progress of Action Items from Previous Climate Committee meetings – October 2021 – Report 21.389 [For Information]**

Jake Gilmer, Manager, Strategic and Corporate Planning, spoke to the report.

**6 Climate Emergency Response Programme Status Update – Report 21.464 [For Information]**

Jake Roos, Climate Change Advisor, spoke to the report.

**7 Flood Protection Climate Change Policy and Approach – Report 21.200**

Francie Morrow, Project Manager, Floodplain Management Plans, and Andy Brown, Team Leader, Investigations, Strategy and Planning, spoke to the report.

Moved: Cr Connelly / Cr Lee

That the Committee:

- 1 Endorses the updated Flood Protection climate change policy (Attachment 1) being:

*The Flood Protection department will plan for climate change in assessing the degree of flood hazard risk, and in determining an appropriate response, using the latest guidance from the Ministry for the Environment.*

- a *A 100-year future climate horizon will be used.*
- b *For extreme rainfall events, this will be undertaken on a catchment-by-catchment basis and use the Representative Concentration Pathway (RCP) 6.0 scenario as a minimum. The RCP 8.5 scenario will also be assessed and used when related to guidance to others or the design of works that protect assets of high community importance (e.g. the location of a new hospital or protection of large populations). These RCP scenarios are currently estimated to result in a 20-30% increase in rainfall for the larger catchments we manage.*
- c *Sea level rise associated with the RCP 8.5 H+ scenario will be used. This is assessed as approximately 1.35m rise in sea level over the 100 year climate change horizon.*

- 2 Recommends the Flood Protection climate change policy is adopted by Council.

The motion was **carried**.

**Noted:** The Committee requested that officers investigate the interaction between climate change policy and planning policies with the Wellington Region’s territorial authorities.

The meeting adjourned at 10.41am and resumed at 11am. Councillor Laban did not return to the meeting when the meeting resumed.

**8 Low Carbon Acceleration Fund Update – Report 21.467** [For Information]

Jake Roos, Climate Change Advisor, spoke to the report.

**Noted:** The Committee requested:

- That officers undertake a review of the current spending on projects and report on progress made on committed projects.
- A report on the future of the Low Carbon Acceleration Fund, including opportunities to provide funding for projects.

**9 Carbon Footprint System – Report 21.479** [For Information]

Ben Barrett, Corporate Sustainability Advisor, spoke to the report and the presentation.

**10 Update on Forum and Leadership Committee – Oral Report**

Councillor Nash, Committee Chair, updated the Committee on the Wellington Region Climate Change Forum (WRCCF) and its work with the Wellington Regional Leadership Committee (WRLC).

The Minister for Climate Change, the Hon. James Shaw, briefed the WRCCF on the upcoming work on emissions reduction strategies, and the proposed Strategic Planning Act and Climate Adaptation Act.

Councillor Nash briefed the WRLC on the work of the WRCCF. The WRLC has senior representatives from the Wellington Region and Horowhenua District area on it, and provides for opportunities to consider climate adaptation and mitigation. The WRLC Chair Hon. Tracey Martin and Councillor Nash wrote to the Climate Change Minister to update him on the climate change work being done in the Wellington Region.

Councillor Nash advised the Committee that the Government’s Emissions Reduction Plan is open for consultation. There are positive signs for Greater Wellington, specifically for transport, with a focus on transport equity, fares, commuter rail, and delivering Let’s Get Wellington Moving.

The Committee Chair welcomed Lisa Early, Team Leader Climate Change to Greater Wellington and the Climate Committee.

The Committee Chair advised that this was Dr Bargh’s final meeting, and acknowledged her contributions to the Committee. The Committee Chair presented Dr Bargh with a letter from the Council Chair, thanking her for her contribution and specifically mentioned Dr Bargh’s insights on incorporating Te Tiriti o Waitangi and te ao Māori into climate work.

**Karakia whakamutunga**

The Committee Chair closed the meeting with a karakia whakamutunga.

The public meeting closed at 12.02pm.

Councillor T Nash

**Chair**

Date:

Climate Committee  
15 February 2022  
Report 22.16



For Information

## UPDATE ON THE PROGRESS OF ACTION ITEMS FROM PREVIOUS CLIMATE COMMITTEE MEETINGS – FEBRUARY 2022

### Te take mō te pūrongo

#### Purpose

1. To update the Climate Committee (the Committee) on the progress of action items arising from previous Committee meetings.

### Te horopaki

#### Context

2. Items raised at Committee meetings, that require actions by officers, are listed in the table of action items from previous Committee meetings ([Attachment 1](#) - Action items from previous Climate Committee meetings – February 2022). All action items include an outline of the current status and a brief comment.

### Ngā hua ahumoni

#### Financial implications

3. There are no financial implications from this report, but there may be implications arising from the actions listed.

### Ngā tūāoma e whai ake nei

#### Next steps

4. Completed items will be removed from the action items table for the next report. Items not completed will continue to be progressed and reported. Any new items will be added to the table following this Committee meeting and circulated to the relevant business group/s for action.

### Ngā āpitihanga

#### Attachment

Number	Title
1	Action items from previous Climate Committee meetings – February 2022

**Ngā kaiwaitohu**  
**Signatory**

Approver	Luke Troy – Kaiwhakahaere Matua Rautaki/General Manager, Strategy
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<p><b>He whakarāpopoto i ngā huritaonga</b>  <b>Summary of considerations</b></p>
<p><b><i>Fit with Council's roles or with Committee's terms of reference</i></b></p> <p>The action items are of an administrative nature and support the functioning of the Committee.</p>
<p><b><i>Implications for Māori</i></b></p> <p>Māori have a vested interest in climate change issues to the extent identified in <b>Attachment 1</b>.</p>
<p><b><i>Contribution to Annual Plan / Long Term Plan / Other key strategies and policies</i></b></p> <p>Action items contribute to Council's and Greater Wellington's related strategies, policies, and plans to the extent identified in <b>Attachment 1</b>.</p>
<p><b><i>Internal consultation</i></b></p> <p>There was no internal consultation.</p>
<p><b><i>Risks and impacts - legal / health and safety etc.</i></b></p> <p>There are no known risks.</p>

**Attachment 1 to Report 22.16****Action items from previous Climate Committee meetings – February 2022**

<b>Meeting date</b>	<b>Action</b>	<b>Status and comment</b>
19 October 2021	<p><b>Flood Protection Climate Change Policy and Approach – Report 21.200</b></p> <p><b>Noted:</b></p> <p>The Committee requested:</p> <p>That officers investigate the interaction between climate change policy and planning policies with the Wellington Region’s territorial authorities.</p>	<p><b>Status</b></p> <p>In progress</p> <p><b>Comment</b></p> <p>Several meetings have been held with Wellington Water to discuss alignment with climate change policies.</p> <p>A regionwide facilitated workshop is being organised with territorial authorities for late February 2022.</p>
19 October 2021	<p><b>Low Carbon Acceleration Fund Update – Report 21.467</b></p> <p><b>Noted:</b></p> <p>The Committee requested:</p> <p>That officers undertake a review of the current spending on projects and report on progress made on committed projects.</p>	<p><b>Status</b></p> <p>Actioned</p> <p><b>Comment</b></p> <p>Manager Parks is presenting to the Committee meeting on 15 February regarding Parks restoration, which is the current activity area of spending for the Fund.</p>
	<p>A report on the future of the Low Carbon Acceleration Fund, including opportunities to provide funding for projects.</p>	<p>A report on this matter is included on the agenda for this meeting.</p>

Climate Committee  
15 February 2022  
Report 22.18



For Decision

## LOW CARBON ACCELERATION FUND REVIEW

### Te take mō te pūrongo

#### Purpose

1. To inform the Climate Committee (the Committee) of the findings of the review of the Low Carbon Acceleration Fund (LCAF).

### He tūtohu

#### Recommendations

That the Climate Committee:

1. **Recommends** that Council agrees that:
  - a. no more than 70 percent of the present value of the Council's 255,660 free allocation New Zealand Units that underpin the LCAF across all LCAF projects, past and present, determined by the current New Zealand Unit spot price at the time of funding decisions, be allocated.
  - b. if the spot price of NZUs drops, causing the current allocation of LCAF funding to exceed the 70% threshold, there will be a hiatus in considering further allocations of funds from the LCAF.
2. **Recommends** that Council agrees that a provision for borrowing to support the LCAF will be included in the 2022-23 draft annual plan.
3. **Recommends** that Council expands the eligibility criteria of the LCAF to permit bids from Wellington Regional Stadium (Option 1).
4. **Notes** that none of the other criteria or decision-making processes for the LCAF are changed from what was previously agreed, apart from the change described in recommendation 3.

### Te tāhū kōrero

#### Background

2. On 21 August 2019, Council declared a climate emergency and adopted a target of reducing organisational carbon emissions to net zero by 2030. This declaration was supported by two ten-point action plans, a Corporate Carbon Neutrality Action Plan and a Regional Climate Emergency Action Plan.
3. One of the actions in the Corporate Carbon Neutrality Action Plan is to:

*10. Sell down the free allocation of carbon credits (NZUs) GWRC received for its pre-1990 forests to create a 'low carbon acceleration fund' to reduce the rates impact of this programme of work.*

4. This 'programme of work' is the pursuit of carbon neutral and then climate positive status for Greater Wellington as an organisation by reducing gross emissions and restoring native forests within its parks.
5. Council obtained a one-off free allocation of 255,660 New Zealand Unit (NZUs) carbon credits from the Government as part of the introduction of the Emissions Trading Scheme (ETS). At the time of writing, the spot price of NZUs in the ETS is \$75.25, meaning if they were sold today at this price, the proceeds would be \$19.2 million.
6. Council decided to borrow against the value of these emissions units because the capital gain from their increasing price is greater than the costs of interest from borrowing. Some of the units will need to be sold at some point in the future to repay the borrowing, but this is not likely to be necessary for many years.
7. The borrowed funds constitute the LCAF, the purpose of which is to help spur a step change in Council activities to reduce its emissions and achieve its agreed carbon reduction goals (primarily corporate carbon neutrality from 2030), while mitigating the rates impact of this work. The current criteria of the fund (outlined in [Attachment 1](#)) reflect this purpose.
8. The LCAF operated with a contestable funding round in 2020-21, with \$2 million available to allocate that year. Climate Committee had responsibility for considering bids and making recommendations to Council. The \$2 million was secured for projects related to the retirement of grazing and the establishment of native forest in regional parks, including projects at Kaitoke Regional Park and Queen Elizabeth Park, to employ a restoration co-ordinator and to make a detailed restoration plan for the remainder of the grazing land in parks identified for retirement.
9. In the 2021-31 Long Term Plan (LTP) process, the continued operation of LCAF and its purpose were revalidated following public consultation. A further \$6 million from it was allocated to the Parks restoration project through the LTP process. The total allocation to date (\$8 million) represents the approximate total value of the fund at the time of its approval in April 2020. The continuing rise in the value of NZUs raises the potential to borrow more to fund further projects.
10. This triggered a review of the fund, as discussed by the Climate Committee at its meeting on 19 October 2021, (Low Carbon Acceleration Fund update – Report 21.467) which has the purpose of answering the questions:
  - 1) *How should the Council's endowment of free allocation NZUs be managed to maximise the benefits while mitigating the financial risks?*
  - 2) *What is the potential for further bids to the LCAF for projects that could meet its existing criteria?*
  - 3) *How could the LCAF criteria be adjusted to make a wider range of projects eligible?*

*4) Would these newly eligible projects help Council meet its agreed carbon reduction goals, and more broadly, what are the advantages and disadvantages of any proposed adjustment to the LCAF criteria?*

*5) What is the potential for additional bids to the LCAF for projects if its criteria are adjusted?*

11. This report summarises officers' findings in relation to each question and recommends a course of action.

## **Te tātaritanga Analysis**

*How should the Council's endowment of free allocation NZUs be managed to maximise the benefits while mitigating the financial risks?*

12. Greater Wellington's Finance department has been consulted and they in turn sought advice from PricewaterhouseCoopers (PwC). PwC recommended not spending more than 70 percent of the current value of the emissions units underpinning the LCAF. The rationale is that this 30 percent buffer will guard against the effects of a drop in the value of NZUs, that could otherwise leave Greater Wellington in a position of having spent or borrowed more against these assets than they are worth. Their advice is to use this 30 percent buffer as a dynamic 'soft cap' on spending from the LCAF.
13. If there was a significant fall in the trading price of NZUs, there could be a freeze on spending from the LCAF until the 30 percent buffer had been regained. Greater Wellington could evaluate the option of selling some NZUs to start paying back the loans during such a hiatus, or if the NZU price had simply been static for a long time (approximately one year). The soft cap would be recalculated and advised to Council whenever a decision to allocate funding from the LCAF was before them.
14. 70 percent of the current value of the emissions units underpinning the LCAF is \$13.5 million. Removing the \$8 million that has been allocated for native forest restoration in Parks leaves \$5.5 million presently available under this cap. Interest costs also need to be repaid from the LCAF, so these would need to be taken into consideration when making new allocations.

*What is the potential for further bids to the LCAF for projects that meet its existing criteria?*

15. Projects that reduce Greater Wellington's organisational emissions (carbon footprint), excluding Centreport, Wellington Water Ltd (WWL) and Wellington Regional Stadium (WRS) are eligible under existing criteria. Bids for feasibility and planning are eligible alongside bids for implementation funding. The LCAF explicitly aims to fund those activities that would not have happened otherwise. It also aims to reduce emissions significantly and projects that affect Greater Wellington's largest sources of emissions have the most potential to do this.
16. As illustrated in Figure 1, given the exclusions, the largest sources of emissions eligible for the LCAF are Metlink bus and rail services and grazing in regional parks.

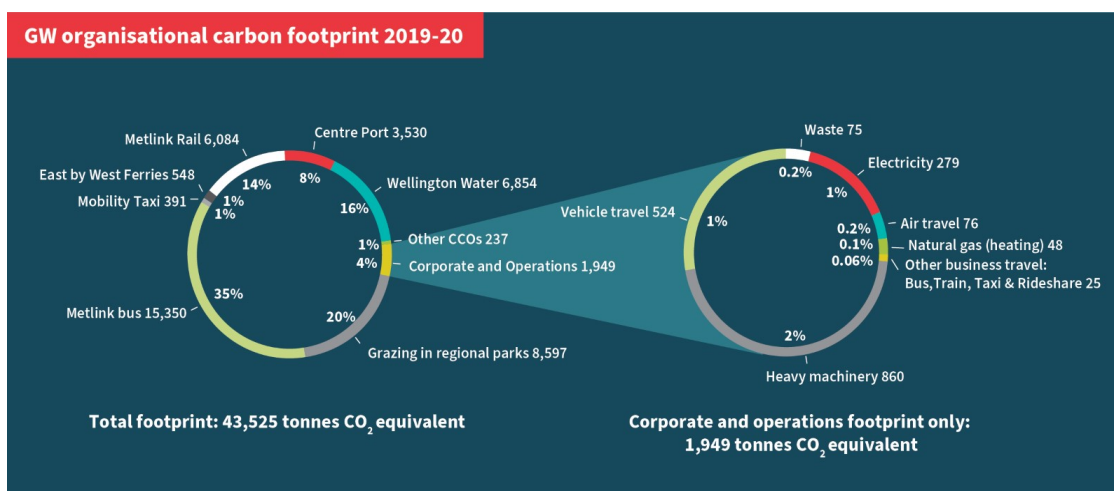


Figure 1 – Greater Wellington's organisational carbon footprint

17. No bids for LCAF funding were received from Metlink during 2020-21. However, subsequent business cases have been developed for projects with carbon reduction potential that were not funded as part of the LTP. Some of these could be considered under the current LCAF criteria, notably the conversion of existing diesel buses to battery electric motive power, and possibly the expansion of public transport on demand services, should they displace the use of diesel bus services.
18. For Regional Parks, the maximum feasible rate of grazing retirement and restoration was approved as part of the 2021-23 LTP. This means there is not likely to be potential further acceleration of this activity, even if more funding was made available. Enhanced carbon sequestration in existing areas of native forest could possibly be achieved through increased control of browsing pest animals. However, these gains would be reversed if pest management activities were ever stopped. As LCAF is for projects, rather than an ongoing source of business-as-usual funding, it is not suited to supporting ongoing pest control activities.
19. Other potential projects in scope within the current LCAF criteria include replacing fossil fuelled vehicles in the corporate fleet with EVs (provided this is accelerated) and installing solar photovoltaic (PV) systems. The emissions reduction potential of EVs for Greater Wellington is limited to the number of fossil-fuelled vehicles we need to replace. The potential for solar PV is limited only by the suitable physical space Greater Wellington could use to install panels, since any excess electricity generated can be exported and sold, and Greater Wellington can use renewable energy certificates to claim the carbon reduction benefits of this. Using solar PV panels as covered car-parking at park-and-ride facilities could be considered, as it is a compatible usage of the land. For Council's most significant land holding, regional parks, the commercial activity of large-scale solar PV electricity production is not compatible with the land's designation for recreation and conservation.

## Nga kōwhiringa Options

*How could the LCAF criteria be adjusted to make a wider range of projects eligible?*

*Would these newly eligible projects help Council meet its agreed carbon reduction goals, and more broadly, what are the advantages and disadvantages of any proposed adjustment to the LCAF criteria?*

20. While retaining the overall goal of using the LCAF to hasten carbon emissions reduction, and while also seeking the maximum possible impact from these funds, there are five possible permutations of the eligibility criteria that are explored. The options for potential inclusion in the LCAF are outlined below:
21. **Option 1:** Allow applications for projects that reduce the emissions of Wellington Regional Stadium (preferred option)

Advantages:

- Projects at WRS will directly contribute to Greater Wellington's emission reduction goals, as well as those of the co-owners.
- Where the projects produce financial benefits, part of these will accrue to Greater Wellington, albeit indirectly.
- Accountability is easier to manage as Greater Wellington has representation on the board of this organisation.
- WRS have described potential carbon reduction (energy efficiency, fuel switching or renewable energy) projects that either warrant further investigation or are ready to implement if funding were available.

Disadvantages:

- There is additional administration of grants (or possibly loans) to manage, compared to internal projects.
22. Option 1 is the preferred option as it has significant advantages and few disadvantages. It supports the LCAF purpose to help spur a step change towards Greater Wellington achieving its agreed carbon reduction goals, primarily corporate carbon neutrality from 2030.
23. **Option 2:** Allow applications for projects that reduce the emissions of Wellington Water Limited

Advantages:

- Projects at WWL will directly contribute to Greater Wellington's emission reduction goals, as well as those of the co-owners.
- Where the projects produce financial benefits, part of these will accrue to Greater Wellington, albeit indirectly.
- Accountability is easier to manage as Greater Wellington has representation on the board of this organisation.

- WWL have described potential carbon reduction (energy efficiency or renewable energy) projects that either warrant further investigation or are ready to implement if funding were available.

Disadvantages:

- There is additional administration of grants (or possibly loans) to manage, compared to internal projects.
- WWL is scheduled to be absorbed into the new water authority in 2024. It is not currently clear how investment in WWL by Greater Wellington that occurs between now and then would be dealt with as part of this transfer. It is unlikely that Greater Wellington will include any proportion of the emissions from the operation of the water supply assets in its organisational carbon footprint once control of them is passed to the new authority, although its emissions will still be included in the regional footprint.

24. **Option 3:** Allow applications for projects at CentrePort

Advantages:

- Projects at CentrePort will directly contribute to Greater Wellington's emission reduction goals, as well as those of its other owners.
- Where the projects produce financial benefits, part of these will accrue to Greater Wellington, albeit indirectly.

Disadvantages:

- CentrePort already has a \$14 million low interest loan from the Green Investment Bank to implement its carbon reduction plans, and significant cash reserves. Capital funding is not a constraint for CentrePort, so making the LCAF available to them, with the attendant administration this would require, appears unnecessary.

25. **Option 4:** Include projects that primarily or exclusively reduce emissions outside of Greater Wellington's organisational carbon footprint but are still led by Greater Wellington.

These projects would likely be extensions to Greater Wellington's existing activities such as public transport, land management, pest management, healthy homes grants and travel choice, as entirely new Greater Wellington led activities would need to be approved via the LTP process.

Advantages:

- Greater Wellington would have direct control of these projects, simplifying accountability and financial arrangements.
- Such projects would represent temporary increases to Greater Wellington's levels of service to the public and would reduce the regional carbon footprint.

Disadvantages:



- Such projects would not help Greater Wellington towards becoming carbon neutral or climate positive. In some cases, they could cause increases in Greater Wellington's organisational emissions by increasing activity levels.
  - As many of these functions involve influencing behaviour through the provision of advice, it will be difficult to reliably quantify the impact of such projects on emissions.
  - Pest control activities in existing, unfenced forests need to continue indefinitely to maintain the associated carbon gains, so are not suited to project finance.
26. **Option 5:** Include projects that are intended to reduce emissions outside Greater Wellington's own carbon footprint and are led by external organisations.

That is, invite applications for LCAF funding from external organisations such as businesses, charities, societies and trusts.

The Wellington Community Trust ran a one-off climate action funding round in 2020. Wellington City Council announced their publicly contestable 'climate and sustainability' fund in late 2021. Upper Hutt City Council has a 'sustainability stimulus' public grant fund, opening in February 2022, which can be used for carbon reduction projects in their community. Option 4, if implemented, would share many similarities with these.

Advantages:

- A very broad range of projects could be eligible.

Disadvantages:

- Such projects would not help Greater Wellington towards its carbon neutral and climate positive goals, although they could reduce the regional carbon footprint.
- Maintaining accountability to ensure the promised outcomes are achieved would be more challenging compared to internal projects, representing greater risk relative to the potential rewards.
- Many community organisations, especially those run by volunteers, may lack the capacity to make well-formed proposals, and may need significant support beyond funding to manage implementation of their project.
- There would be additional costs to Greater Wellington to administer a publicly accessible fund. The Wellington Community Trust, for example, had administration costs of \$1.2 million in 2018-2019 compared to the \$5.5 million of grants they awarded in the same period.
- This option represents a new activity for Greater Wellington, one that the public has not been consulted on. If Council wished to take it, public consultation (as part of the Annual Plan process for example) would be required. This and the resourcing of suitable administration for the new funding stream would take considerable time to enact.

*What is the potential for further bids to the LCAF for projects if its criteria are adjusted?*

27. **Attachment 2** provides an initial assessment of project ideas gathered during the review period against the existing LCAF criteria. This list is not exhaustive.
28. External projects that could be considered by a publicly contestable fund have not been explored as the range of possibilities is so large. However, an idea of the type of projects it might attract can be found in the description of the successful bids to the Wellington Community Trust Climate Action Fund.<sup>1</sup>
29. There is considerable potential at Wellington Regional Stadium and Wellington Water Limited. These fall within options 1 and 2 for criteria changes. If the LCAF was used to fund the installation of large solar photovoltaic (PV) systems, special arrangements could be made for Greater Wellington to receive some or all of the renewable energy certificates generated to credit against its carbon footprint and/or the proceeds of electricity sales from it. This would ensure Greater Wellington benefits in proportion to its investment, even if ownership of such an asset is transferred.
30. Allowing applications for projects that reduce the emissions of Wellington Regional Stadium (Option 1) has the most advantages compared to disadvantages of the five options listed. Decisions on the most appropriate financial arrangements for LCAF-funded projects at WRS, whether grant or loan, would be made on a case-by-case basis with advice from Finance.
31. There are a range of projects worthy of further consideration within Greater Wellington, including Metlink transport projects and possible permanent pest animal removal from a Wainuiomata fenced sanctuary. These fall within existing criteria.

### **Ngā hua ahumoni Financial implications**

32. A provision for borrowing to support the LCAF would be made in the 2022-23 draft annual plan.
33. This would be no more than 70 percent of the present value of the Council's 255,660 free allocation NZUs across all LCAF projects, past and present, determined by the current NZU spot price at the time.
34. If the spot price of NZUs dropped, causing the current allocation of LCAF funding to exceed the 70 percent threshold, there would be a hiatus in considering further allocations of funds from the LCAF.

### **Te huritao ki te huringa o te āhuarangi Consideration of climate change**

35. The matters requiring decision in this report were considered in accordance with the process set out in Greater Wellington's climate change guidance.

### **Ngā tikanga whakatau Decision-making process**

<sup>1</sup> <https://wct.org.nz/climate-action-fund-recipient-project-overviews/>

36. The matters requiring decision in this report were considered by officers against the decision-making requirements of Part 6 of the Local Government Act 2002.

**Te hiranga  
Significance**

37. Officers considered the significance (as defined by Part 6 of the Local Government Act 2002) of these matters, taking into account Council's *Significance and Engagement Policy* and Greater Wellington's *Decision-making Guidelines*. Officers consider that these matters are of low significance because it is a change to the administration of the LCAF.

**Te whakatūtakitaki  
Engagement**

38. Given the low significance of the matters for decision, officers considered that no related public engagement was required.

**Ngā tūāoma e whai ake nei  
Next steps**

39. Following the Committee's decisions, the proposal for the Low Carbon Acceleration Fund will be referred, for approval, to Council's next meeting on 24 February 2022.

**Ngā āpitihanga  
Attachments**

Number	Title
1	Low Carbon Acceleration Fund description
2	LCAF review potential projects

**Ngā kaiwaitohu  
Signatories**

Writers	Jake Roos – Climate Change Advisor Lisa Early – Team Leader, Climate Change
Approvers	Jake Gilmer – Manager, Strategic and Corporate Planning Luke Troy – General Manager, Strategy

<p><b>He whakarāpopoto i ngā huritaonga</b>  <b>Summary of considerations</b></p>
<p><b><i>Fit with Council’s roles or with Committee’s terms of reference</i></b></p> <p>The Climate Committee’s delegation includes to “oversee the development and review of Council’s climate change strategies, policies, plans, programmes, and initiatives...”</p>
<p><b><i>Implications for Māori</i></b></p> <p>Tangata Whenua engagement on any recommendations adopted by this Committee will be carried out prior to confirmation of funding decisions being made by Council.</p>
<p><b><i>Contribution to Annual Plan / Long Term Plan / Other key strategies and policies</i></b></p> <p>This review relates to one of the four overarching strategic priorities of the 2021-31 Long Term Plan, responding to the climate emergency, and to one of the actions in the Corporate Carbon Neutrality Action Plan.</p>
<p><b><i>Internal consultation</i></b></p> <p>Staff from Wellington Water, Centreport, Wellington Regional Stadium, Metlink, Pest Management, Land Management, Travel Choice, Strategy and Finance were consulted as part of the LCAF review.</p>
<p><b><i>Risks and impacts - legal / health and safety etc.</i></b></p> <p>There are no risk and impacts arising from this paper.</p>

## Attachment 1 to Report 22.18

### Greater Wellington Low Carbon Acceleration Fund description for staff (2020-21)

24 April 2020

#### Purpose

The LCA Fund is intended to help our organisation achieve the goal of becoming 'carbon neutral' by 2030 through funding projects that will reduce our corporate carbon footprint. ('Carbon' means all greenhouse gases, expressed in units of tonnes of CO<sub>2</sub> equivalent)

#### Who can apply?

GW activity managers. CCOs and Centreport, while they form part of the corporate carbon footprint, cannot apply at this time.

#### What areas of council activities are eligible?

Improvements to bus and rail assets, buildings, vehicle fleet, and GW-managed land. Novel activities such as renewable energy investments will also be considered.

#### How much funding is available?

Approximately \$2M will be allocated from the LCA Fund to projects in 2020-21. There will be up to four rounds of applications considered during 2020-21, although later rounds may not proceed if funding is fully allocated in earlier rounds. Subject to the outcome of the Long Term Plan process, the LCA Fund may resume in 2021-22.

The LCA Fund is divided into these categories:

- 40% **Land sector** – changing land use and environmental restoration (e.g. tree planting)
- 40% **Energy and other** – electric vehicles, renewable energy, energy efficiency or anything that is not land sector.
- 20% **Project development and feasibility** – for developing a project from a concept to a fully costed proposal/business case.

Note the percentages are a guide – councillors are able assign the funding differently if they wish.

There are no maximum or minimum values set for applications, but decision makers may ask you to revise the amount requested depending on what other bids are received.

#### What are the assessment criteria?

Projects must represent additional activity and carbon savings that would not have occurred (or occurred as soon) without the LCA funding.

Projects favoured if they:

- Have a high value of carbon saved per \$ of LCA funding relative to other projects
- Have additional benefits – e.g. biodiversity, flood protection, public amenity

## **Attachment 1 to Report 22.18**

### **Greater Wellington Low Carbon Acceleration Fund description for staff (2020-21)**

- Are of strategic significance to achieving carbon reduction goals – e.g. may lead to further reductions by increasing capability in the organisation or testing a promising approach
- Have a high likelihood of being successfully delivered

Note the fund focus is on projects that will reduce GW's carbon footprint. Carbon savings that would accrue to others from the project will be counted as an additional benefit but not included in the calculation of carbon saved per \$ invested.

#### Process

The Climate Change Team in Strategy and Policy will provide advice and technical support to applicants.

The Climate Emergency Response Programme Board will impartially vet the applications that are presented to councillors, and may choose to exclude some. Reasons for exclusion:

- Proposal not sufficiently detailed
- Carbon saving per \$ of funding requested too low (\$ per tonne CO<sub>2</sub>e too high)
- Project would have happened anyway
- Risk vs. reward ratio too poor

The Board may also seek additional information or propose changes to applicants.

Funding allocations are discussed by the Climate Change Committee and then recommended to full Council for approval.

#### **Round one deadline 5pm 31 May 2020**

Applications must include the following information in this order:

1. The team of council applying and the point of contact
2. A full explanation of the proposed project: what/when/where/who/how
3. An explanation of if or when the project could proceed if it didn't receive LCA funding.
4. An estimate of total carbon savings compared to 'business as usual'. These may be broad estimates for project development/feasibility applications. Distinguish between carbon savings that would accrue to GW (come off our corporate carbon footprint) and those that would accrue elsewhere.
5. The costs of the implementing the proposal compared to 'business as usual'
  - a. identify amount sought from LCA Fund and any other sources of funding
  - b. provide some breakdown of costs e.g. project management vs. direct costs
6. Describe and if possible quantify any co-benefits
7. Identify any risks to the project successfully delivering the estimated carbon saving. Rate their probability and impact respectively (low/medium/high)
8. Attach carbon calculations (these should be peer reviewed before submitting)

**Attachment 2 - Low Carbon Acceleration Fund (LCAF) review: potential projects and initial assessment**

Project ideas were gathered at the time of writing the review; the list is not exhaustive.

**Key**

Green – Within existing LCAF criteria

Gold – Within option 1 for expanded criteria

Blue – Within option 2 for expanded criteria

Orange – Within option 4 for expanded criteria

Grey – Within option 5 for expanded criteria

Team	Project	Description	Reduces organisation footprint	Reduces regional footprint	Scale	Outcome certainty	Admin, accountability burden of grant/loan	Reduction can be reversed	Financial return	Meets existing LCAF eligibility criteria (excluding \$/tonne assessment)	Cost per tonne CO2e abated estimate
Metlink	Diesel bus conversion to EV	Convert double-decker buses to electric drive, put into service replacing diesels	Y	Y	Small - Medium	High	Low	N	N	Y	High
Metlink	Public transport on demand expansion	Provide public transport on demand with electric vans where car dependence is high and bus services are lightly used. This may eventually lead to diesel bus services in these areas being reduced.	Maybe	Y	Small - Medium	Medium	Low	N	N	Y - if diesel bus services scaled back as a result	Very high
Metlink	Solar PV systems at Park and Rides	Install solar panels in banks over car parks, supply power generated either directly to the rail system, to EV charging or export to the national grid	Y	Y	Small-Medium	High	Low	N	Y	Y	Medium
Catchment management	Increased pest control to promote forest growth - fenced sanctuary	Permanent pest eradication in Wainuiomata fenced sanctuary protecting up to 3,313 ha native bush	Maybe	Uncertain	Medium	Medium	Low	Y	N	Y	Unknown
Wellington Regional Stadium	Solar on roof, solar over concourse	Install a large solar PV system at the stadium. Electricity will be used on site and exported.	Y	Y	Medium - Large	High	Medium	N	Y	N - need to expand fund to include Trust	Medium
Wellington Regional Stadium	Convert heating and hot water from gas to electric heat pump(s)	Heat pumps use less energy and produce fewer emissions per unit of energy used than gas heating.	Y	Y	Small	Medium	Medium	N	Y	N - need to expand fund to include Trust	Medium
Wellington Regional Stadium	Convert cooking appliances from gas to electric	Electricity has lower emissions per unit of energy used than gas. However, they use roughly the same amount of energy as each other.	Y	Y	Small	Medium	Medium	N	Unknown	N - need to expand fund to include Trust	High
Wellington Regional Stadium	Energy efficiency (other)	Improve efficiency of lighting fixtures, heating and lighting controls. Investigation required to determine scope of savings possible	Y	Y	Small	Medium	Medium	N	Y	N - need to expand fund to include Trust	Low
Wellington Water Limited	Pump station optimisation	Improve the control of water pumping (speed modulation) to maximise energy efficiency	Y - for now	Y	Medium	High	Medium	N	Y	N - need to expand fund to CCC	Low - Medium
Wellington Water Limited	Solar on reservoirs	Floating installation with export to grid - uses otherwise unusable space	Y - if special contract made	Y	Large	High	Medium	N	Y	N - need to expand fund to CCC	Medium - High
Wellington Water Limited	Hydro power for pressure reduction	Replace pressure reduction valves with pumps, which act as turbines to produce electricity	Y - for now	Y	Small	Medium	Medium	N	Y	N - need to expand fund to CCC	Medium
Wellington Regional Stadium	EV charging	Install public EV charging at the Stadium car park	N	Y	Medium	Medium	Medium	N	Y	N - need to expand fund to Trust, does not reduce org emissions	Unknown
Pest management team	Increased pest control to promote forest growth - GW land	Target browsing pest animals in regional parks to increase growth and carbon storage of existing forests	Maybe	Uncertain	Any	Medium	Low	Y	N	N - uncertain reduction will be permanent	Unknown
Pest management team	Increased pest control to promote forest growth - other land	Increase control of browsing pest animals on private land to increase growth and carbon storage in existing forests	N	Uncertain	Any	Low	Low	Y	N	N - uncertain reduction will be permanent, does not reduce org emissions	Unknown
Land management team	Increased advice to farmers	Employ specialists to advise farmers on how to reduce the emissions of their farms	N	Uncertain	Any	Low	Low	Y	N	N - uncertain advice will have an impact, does not reduce org emissions	Unknown
Travel choice team	Increased promotion of mode shift	Increase the scale of activities of this team - more promotion, more advice	N	Y	Any	Low	Low	N	N	N - does not reduce org emissions	Unknown

**Attachment 2 to Report 22.18**

Unknown	Contestable community fund	Provide funding to community groups or businesses to reduce emissions	N	Maybe	Any	Low	High	Depends	N	N - does not reduce org emissions	Unknown
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Climate Committee  
15 February 2022  
Report 22.40



For Information

## PARKS RESTORATION – MANAGING TRANSITION

### Te take mō te pūrongo

#### Purpose

1. To update the Climate Committee (the Committee) on Parks restoration projects.

### Te horopaki

#### Context

2. Parks has received funding through the Low Carbon Acceleration Fund (LCAF) to assist in advancing climate adaptation and mitigation projects.

### Ngā tūāoma e whai ake nei

#### Next steps

3. Parks officers will speak to the presentation ([Attachment 1](#) – Parks Restoration – Managing the Transition presentation) at the Committee meeting on 15 February 2022.

### Ngā āpitihanga

#### Attachment

Number	Title
1	Parks Restoration – Managing the Transition presentation

### Ngā kaiwaitohu

#### Signatories

Writer	Jimmy Young – Manager, Parks
Approver	Al Cross – General Manager, Environment Management

<p><b>He whakarāpopoto i ngā huritaonga</b>  <b>Summary of considerations</b></p>
<p><b><i>Fit with Council's roles or with Committee's terms of reference</i></b></p> <p>The Committee is responsible for overseeing and reviewing the implementation of Council's climate change plans, programmes and initiatives.</p>
<p><b><i>Implications for Māori</i></b></p> <p>Māori have an inherent interest in climate change policies, plans and initiatives. Parks continue to engage with mana whenua in the development and implementation of the programmes and plans as described in <b>Attachment 1</b>.</p>
<p><b><i>Contribution to Annual Plan / Long Term Plan / Other key strategies and policies</i></b></p> <p>This report provides an update on programmes and initiatives in the <i>Toitū te Whenua – Parks Network Plan, Carbon Neutrality Action Plan, and the 2021-31 Long Term Plan</i>.</p>
<p><b><i>Internal consultation</i></b></p> <p>There was no internal consultation.</p>
<p><b><i>Risks and impacts - legal / health and safety etc.</i></b></p> <p>The risks and impacts are to the extent as described in <b>Attachment 1</b>.</p>

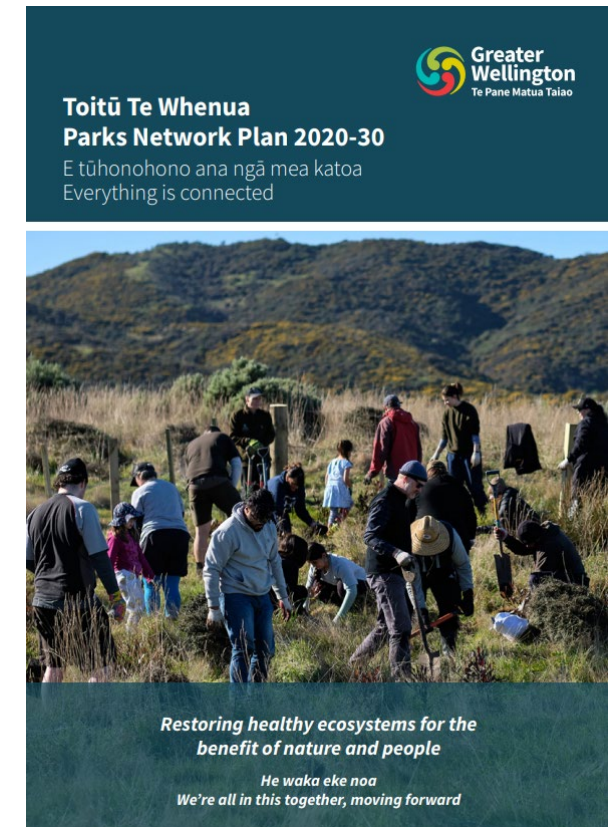
Attachment 1 to Report 22.40



# Parks Restoration – managing the transition

## Context for Restoration in Parks

- Toitū Te Whenua - vision, directions, goals and policy
  - Focus on environment
  - Retiring grazing
- Carbon Neutrality Action Plan
  - Accelerate reforestation planting in regional parks
- LTP objectives - consistent

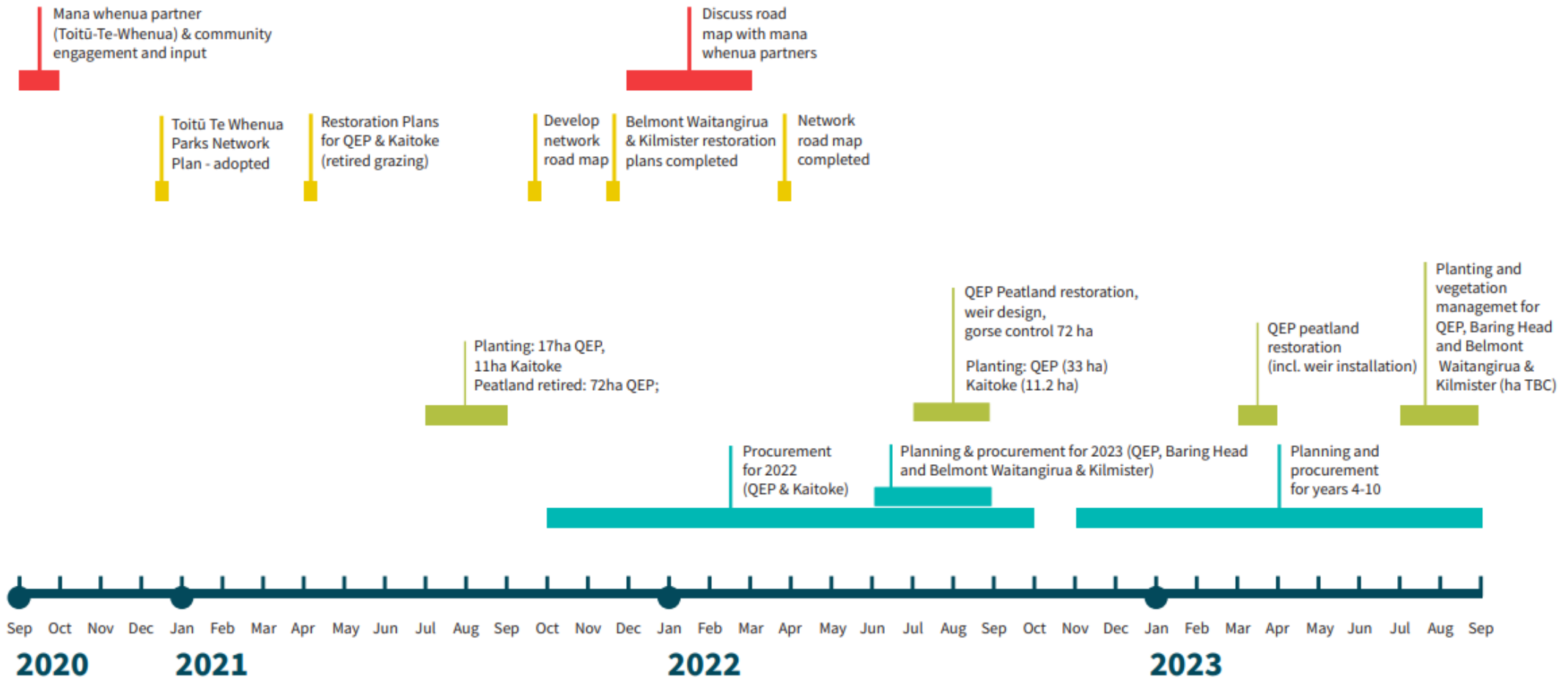


## LCAF - Projects

Focus on retiring currently grazed land

- QEP and Kaitoke Plans
- Parks Restoration Lead Role - **NEW** person
- Restoration Planning in West Belmont & Kilmister Block
- Reclothing Papatūānuku Restoration Plan (RPRP)
- **NOTE:** significant retired land awaiting restoration: Lakes 200ha, Belmont

# Recloaking Papatūānuku Three Year Plan



## Evolving Process & Organic

- Partnerships with Mana Whenua
- Initiative Planting Methodologies
- Encouraging Supplier Innovation
- Social procurement and innovative community engagement
- Working with supplier(s) to develop capacity & Resources
- Outcomes focused Procurement of multiple years 4-10

## Managing Risks

- Focus not solely on Carbon and reducing emissions!
  - Lakes 362ha, Belmont 230ha of land already retired land sitting in parks
- Pest plants and animals
- Fire risk
- Procurement processes and long lead time for planting
- Mana whenua partnerships
- Community engagement



## Completed 2021

- QEP 72ha Peatland
  - **retired**, hydrology monitoring and assessing for rewetting
- QEP 17ha planted
- Kaitoke 11ha planted
- Draft Restoration Plan for Belmont West (133ha) and Kilmister Block (47.1ha)



## 2022 Priorities

- Recruiting new Restoration Lead (starts 8/2/22)
- Procurement and contract for winter planting QEP 33ha and Kaitoke 11.2ha (+QEP community 5ha)
- Final Restoration Plan for Belmont West and Kilmister Block (180ha)
- Fire Risk, Weed & Pest Management Planning for QEP, Belmont, Baring Head
- QEP peatland – further assessment for rewetting 2023?

## 2022 Priorities Cont....

- Finalising Reclotting Papatūānuku
  - Mana whenua engagement
  - Community group consultation
- Exploring the registering 147 ha of post 89 forest
- Mitigation planting in West Belmont 12.6ha
- Procurement Strategy for out years 2023-2031
  - Urgency around 2023 procurement to achieve 150ha



## 2022 Finances

- **LCAF Funding still critical as the program delivery will ramp up from 2023**
- Underspent to date – planning taking time as well as consultation
- 2021-2022 - Actuals \$219,000, Budget \$1,595,000

## 2022 Finances Cont..

Significant outstanding work to cover:

- QEP monitoring & weed control est. \$100,000?
- Plant supply 2022 \$99,750
- KRP & QEP Planting winter \$299,000
- Planning consultants (West Belmont & Reclotting Papatūānuku) \$20,000 & \$95,000
- Registering 147 ha of post 89 forest \$8,000
- Restoration Lead salary (3 years)
- Fire Planning \$50,000



# Questions?

Attachment 1 to Report 22.40



*Restoring healthy ecosystems for the  
benefit of nature and people*

*He waka eke noa  
We're all in this together, moving forward*

Climate Committee>  
15 February 2022  
Report 22.41



For Information

## WELLINGTON REGIONAL LEADERSHIP COMMITTEE CLIMATE CHANGE PROJECTS UPDATE

**Te take mō te pūrongo**

**Purpose**

1. To update the Climate Committee (the Committee) on climate change projects initiated by the Wellington Regional Leadership Committee (the WRLC).

**Te horopaki**

**Context**

2. Climate change and resilience is an integral part of the Wellington Region Growth Framework. Current projects to support the climate change and resilience priority are:
  - a Regional approach to climate change impacts
  - b Regional emissions reduction strategy
  - c Food protection strategy

**Ngā tūāoma e whai ake nei**

**Next steps**

3. The Programme Director will speak to [Attachment 1](#) - WRLC work programme – climate change related presentation at the Committee meeting on 15 February 2022.

**Ngā āpitihanga**

**Attachment**

Number	Title
1	WRLC work programme – climate change related presentation

**Ngā kaiwaitohu**

**Signatory**

Writer	Kim Kelly – Programme Director, Wellington Regional Leadership Committee Secretariat
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<p><b>He whakarāpopoto i ngā huritaonga</b>  <b>Summary of considerations</b></p>
<p><b><i>Fit with Council's roles or with Committee's terms of reference</i></b></p> <p>The Committee is responsible for reviewing the role of Greater Wellington in regional climate change programmes and initiatives, as well as liaising with territorial authorities in the interests of building a stronger regional consensus for climate change action.</p>
<p><b><i>Implications for Māori</i></b></p> <p>Māori have an inherent interest in climate change resilience policies, plans and programmes. Mana whenua are key partners in the WRLC and contribute to the development and implementation to the identified plans and programmes.</p>
<p><b><i>Contribution to Annual Plan / Long Term Plan / Other key strategies and policies</i></b></p> <p>This report provides an update on progress of climate change programmes in the Wellington Regional Growth Framework.</p>
<p><b><i>Internal consultation</i></b></p> <p>There was no internal consultation.</p>
<p><b><i>Risks and impacts - legal / health and safety etc.</i></b></p> <p>Risks and impacts are to the extent described in <b>Attachment 1</b>.</p>



# WRLC work programme – climate change related



## WRLC Structure & Work Programme *WRLC Hangaga & A Mātou Mahi*

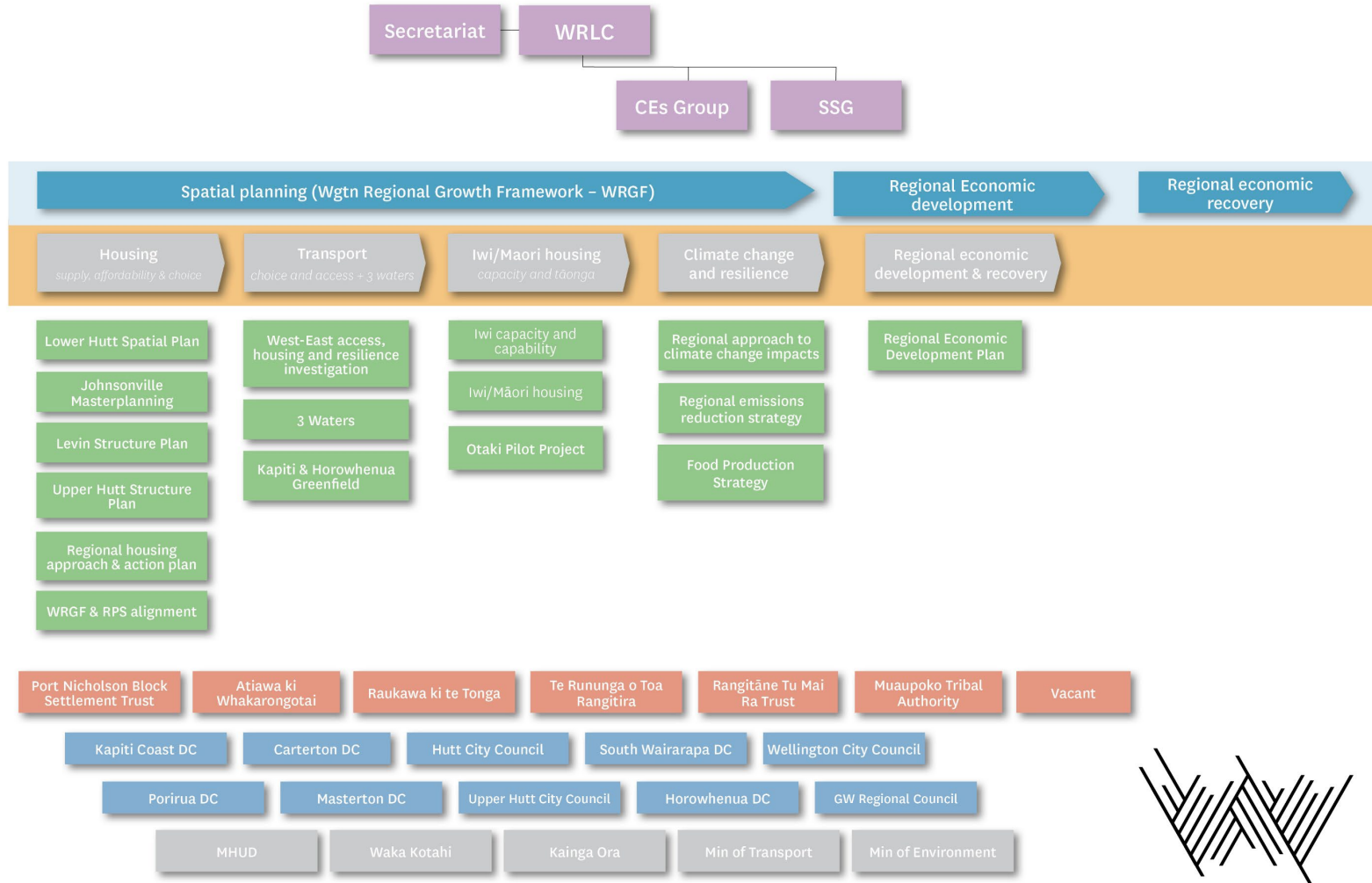
Attachment 1 to Report 21.41

**3** areas of responsibility

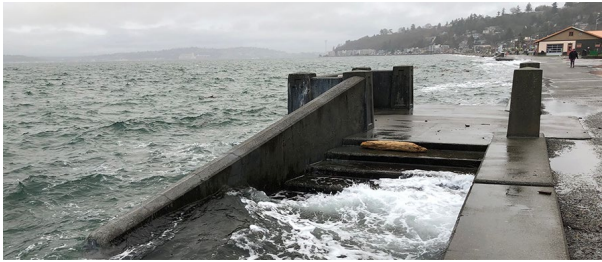
Priority areas

Projects

Partners



# Projects - overview



- **Regional emissions reduction plan**  
develop a collectively-owned emissions reduction strategy which directs the transition to a low-no carbon region.
- **Regional approach to climate change impacts assessment**  
regional approach to planning for and managing climate change impacts  
- Includes risk & opportunities assessment framework
- **Food Production Strategy**  
develop a regional strategy for food production to ensure food security and efficient supply chains and emphasis on employment opportunities.

# Projects - update

## Regional Emissions Reduction Plan

### Key points

- Underway - Stage 1: Regional Emissions Stocktake. A mainly desktop exercise to create the baseline for stages 2 and 3. Due to be complete May 2022.
  - Review published plans and strategies for emissions reduction actions and any activities that may impede emissions reduction amongst relevant players (Central Government, Councils, Iwi groups, Major employers, Energy companies, Electricity networks)
  - Review other regional emissions reduction plans, the approach taken and their effectiveness. Draw conclusions about what parts to emulate and what to avoid.
- To commence - Stage 2: Sector engagement and plan development
  - Approved as a year 2 project for the WRLC (July 2022 onwards). Need to reconfirm as part of reconfirming all year 2 projects.
  - Decision made to focus on all key sectors and not just top two (transport and agriculture)
  - Further scoping related to engagement needed – how much of this to undertake?



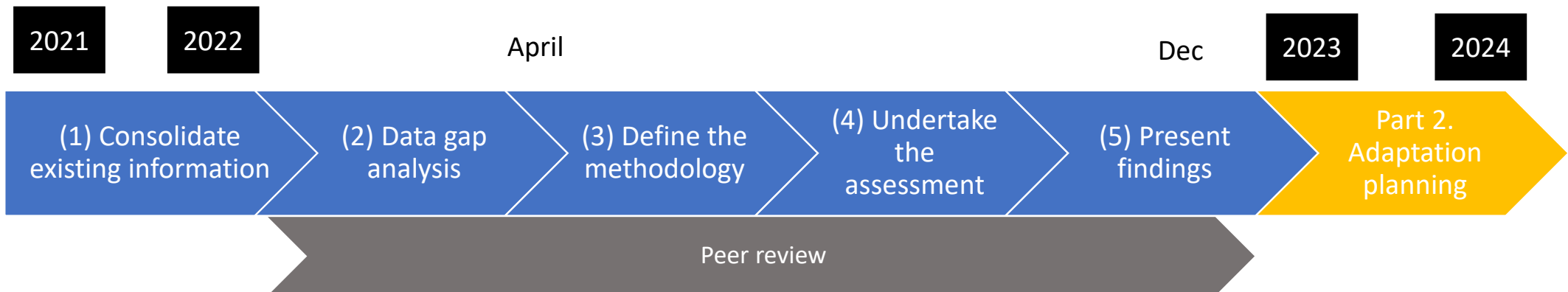
# Projects - update

## Regional approach to climate change impacts assessment - Project Outcomes

1. A common understanding of how climate change will impact the region over the next 100+ years.
2. Consistent information and an approach that enables climate adaptation decision-making.
3. Increased council capacity to understand and manage climate change risks across the region.

### Part 1: Regional Climate Change Impact Assessment

### Part 2: Regional Adaptation Planning



# Projects - update

## Stage one of regional approaches to preparing for climate change – Climate change impacts assessment

- The tender for the consultant closes 10 February 2022
  - 35 organisations registered their interest for further information and at the briefing session for potential suppliers, ~25 organisations/40 people were in attendance
  - A selection of the core project team members will form a proposal evaluation panel for February 10-17, with a start date of mid-March
- GIS experts from the TAs and GW are working together to consolidate the data that we already have on file
- The Core Project Team is looking forward to getting the assessment underway in Mid-March

# Website and newsletter



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# Wellington Regional Leadership Committee

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# Questions?



[e hello@wrlc.org.nz](mailto:hello@wrlc.org.nz)



Climate Committee  
15 February 2022  
Report 22.30



For Information

## CLIMATE EMERGENCY RESPONSE PROGRAMME STATUS UPDATE

### Te take mō te pūrongo

#### Purpose

1. To update the Climate Committee (the Committee) on the Climate Emergency Response Programme.

### Te tāhū kōrero

#### Background

##### *Greater Wellington Climate Emergency Response Programme*

2. Council declared a climate emergency in August 2019. This decision responds to the urgency climate change presents and encourages a step change in how Greater Wellington Regional Council (Greater Wellington) addresses climate change, both corporately and in how it uses its influence in the Wellington Region.
3. Council adopted two ten-point action plans - a Corporate Carbon Neutrality Action Plan and a Regional Climate Emergency Action Plan. These are collectively referred to as the Greater Wellington Climate Emergency Response Programme (the Programme).
4. Officers have provided a status report on the Programme ([Attachment 1](#) - Climate Emergency Response Programme Status Report (January 2022)). The overall status of the Programme is on track, with a sharpened focus on climate action in the 2021/31 Long Term Plan. An overview of the status for each action plan item:

Action Plan	Complete	On track	At risk	Significant delays
Corporate Carbon Neutrality	1	8	1	0
Regional Climate Emergency	1	4	5	0

### Te tātaritanga

#### Analysis

##### *Key achievements this quarter*

5. One action has reverted to “on track” status, having been at risk previously. This is action 8, Grazing phase out. Following consultation, Council decided not to extend a grazing license at Queen Elizabeth Park. This has the double benefit of reducing the corporate carbon footprint and enabling restoration and reforestation of the park land.

6. Action on an electric vehicle (EV) bus fleet has taken a step forward this quarter. In early February 2022 there will be 54 EVs on the public transport network and bus route number 2 will be fully decarbonised. This has the benefit of both improving the corporate carbon footprint and removing noise pollution in neighbourhoods near bus routes.
7. The Annual Report 2020/21 highlights climate action taken by Greater Wellington and notes the improvement in 2019/20 Greater Wellington Group carbon emissions. Emissions fell approximately one percent in comparison to the year before.
8. Stage one of the Wellington Regional Emissions Reduction Strategy is underway, a project within the Wellington Regional Growth Framework (WRGF) and coordinated by Greater Wellington. The project's purpose is to develop a collectively owned strategy which directs the transition to a low-no carbon region. Stage one of the Wellington Region Climate Change Impacts Assessment is also underway, with input from Greater Wellington.
9. The Wellington Region Climate Change Forum (the Forum) met on 26 November 2021, co-chaired by Councillor Nash. The Forum heard updates on climate action from the elected members of the Forum. The Forum also sent a letter of submission to the Ministry for the Environment's consultation on a National Emissions Reduction Plan. This letter supported the intent of the submissions made by each of the local authorities in the Wellington Region, including Greater Wellington, and highlighted areas where the Forum identified strong regional alignment.

### **Ngā hua ahumoni**

#### **Financial implications**

10. There are no direct financial implications from this report. There may be financial implications as individual project analysis occurs, business cases are made and budget decisions are taken.

### **Ngā tūāoma e whai ake nei**

#### **Next steps**

11. Updates will continue to be provided to each Committee meeting.

### **Ngā āpitihanga**

#### **Attachment**

<b>Number</b>	<b>Title</b>
1	Climate Emergency Response Programme Status Report (January 2022)

### **Ngā kaiwaitohu**

#### **Signatories**

Writers	Lisa Early – Team Leader, Climate Change
Approvers	Jake Gilmer – Manager, Strategic and Corporate Planning

	Luke Troy – General Manager, Strategy
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<b>He whakarāpopoto i ngā huritaonga Summary of considerations</b>
<p><b><i>Fit with Council’s roles or with Committee’s terms of reference</i></b></p> <p>Updating the Climate Committee on the Programme’s status fits with its responsibility to “Oversee the development and review of Council’s climate change strategies, policies, plans, programmes, and initiatives (including Council’s Climate Emergency Response Programme); and recommend these matters (and variations) to Council for adoption.”</p>
<p><b><i>Implications for Māori</i></b></p> <p>Mana whenua and Māori are impacted by the choice of emissions reduction pathways that Greater Wellington takes to meet its climate goals, and by the need to engage with mana whenua on climate change projects. Regional climate planning must work to address the implications of climate change adaptation and mitigation for Māori / mana whenua.</p>
<p><b><i>Contribution to Annual Plan / Long Term Plan / Other key strategies and policies</i></b></p> <p>Much of the work carried out this quarter has been focussed on advancing the Climate Emergency Response Programme.</p>
<p><b><i>Internal consultation</i></b></p> <p>The Strategic and Corporate Planning department were consulted in the development of this report.</p>
<p><b><i>Risks and impacts - legal / health and safety etc.</i></b></p> <p>There are no identified risks relating to the content of this report.</p>

## Attachment 1 to Report 22.30

## Climate Emergency Response Programme Status Report (January 2022)

## Corporate Carbon Neutrality Project

	Short description	Status Oct 21	Status Jan 22	Progress	complete last Q (%)	complete this Q (%)
1	Carbon policy	Complete	Complete	Policy endorsed by Executive Leadership Team, support package completed, policy launched mid-August with roll out to business	100	100
2	CEO accountability	On track	On track	Completed for 2020/21. Renewed in 2021 with change of CEO.	100	100
3	Electricity supply	On track	On track	A further option to increase Greater Wellington's renewable electricity supply is to establish generation capacity directly. Utility-scale solar, wind installations are financially viable in the right circumstances but outside GW's usual activities. The Low Carbon Acceleration Fund could be used for such projects.	90	90
4	Accelerate EV bus fleet	On track	On track	Electric bus fleet will increase to 111 by end of 2022/23. Long Term Plan confirmed plan to substantially decarbonise the bus fleet by 2030, subject to central government funding.	25	25
5	Greater Wellington EV fleet	On track	On track	EV charging infrastructure at Greater Wellington offices readied for future. EV first policy requires purchase of EV fleet vehicle if it can meet use requirements. Fleet Manager appointed. Implementation of fleet optimisation study findings to begin in 2022.	60	60
6	Off road EV supply	At risk	At risk	Awaiting suitable EV off-road vehicles to be on the NZ market. New diesel off-road vehicles continue to be purchased.	5	5
7	Parks reforestation	On track	On track	Parks restoration of 1350 ha agreed in Long Term Plan (with 240 ha agreed in 2020/21). Low Carbon Acceleration funding in place. Work started at two sites in 2021, with further planting planned in 2022. Strategic planning work for restoring the remainder of the land (Recloaking Papatuanuku Restoration Plan) is underway.	20	20
8	Grazing phase out	At risk	On track	Direction agreed through parks networks plan, phase out in planning as above. Grazing has not been extended at Queen Elizabeth Park, following consultation on a new license.	15	20

## Attachment 1 to Report 22.30

## Climate Emergency Response Programme Status Report (January 2022)

	Short description	Status Oct 21	Status Jan 22	Progress	complete last Q (%)	complete this Q (%)
9	Align Council Controlled Organisation (CCO) targets	On track	On track	Organisations remain at differing stages of development but continue to work towards reducing their carbon emissions. CentrePort have measured emissions, set a net zero 2040 target, developed an emissions reduction plan, and will independently verify their emissions from 2022.	10	10
10	Low-carbon fund	On track	On track	Original \$8M allocated to parks restoration for 2021/24. NZU value continues to rise, giving an opportunity to support additional activities (Report 22.18)	92	92

## Regional Climate Emergency Project

	Short description	Status Oct 21	Status Jan 22	Progress	complete last Q (%)	complete this Q (%)
1	Governance	Complete	Complete	Climate Committee established	100	100
2	Climate change impacts analysis	On track	On track	Tools reviewed, guidance created to build Greater Wellington capability. Carbon policy completed. Climate Change Consideration guide revised. Climate Response Organisational Change Plan underway.	35	35
3	Strategy review, GM champion	On track	On track	General Manager (GM) Strategy is programme sponsor. Direction is set through two 10-point plans. The Wellington Regional Growth Framework is home to two regional climate projects that will provide additional strategic guidance.	55	60
4	Central Government advocacy	On track	On track	Greater Wellington submitted on the National Emissions Reduction Plan discussion document. Next up will be the National Adaptation Plan and Climate Change Adaptation Act.	NA (ongoing)	NA (ongoing)
5	Support the region's TAs to adapt	At risk	At risk	The Wellington Region Climate Change Forum (WRCCF) meets quarterly, and the officer level equivalent meets regularly; these guide and participate in the Wellington Regional Growth Framework's climate projects. The RMA reform will include two new acts (on spatial planning	10	10

## Attachment 1 to Report 22.30

## Climate Emergency Response Programme Status Report (January 2022)

	Short description	Status Oct 21	Status Jan 22	Progress	complete last Q (%)	complete this Q (%)
				and adaptation), expected to provide greater clarity on roles and responsibilities on local adaptation issues.		
6	Technical research to support regional adaptation	At risk	At risk	Work underway; responsibilities lie across Greater Wellington teams and Wellington Region territorial authorities (TAs). Wellington Regional Growth Framework (WRGF) interaction will improve alignment and resourcing. WRCC Forum, officers are collaborating on a co-funded regional climate change impacts assessment; this project sits within WRGF and will inform creation of a regional adaptation plan.	30	35
7	Funding	At risk	At risk	One Billion Trees, shovel-ready and jobs for nature funding will improve regional outcomes for climate but opportunistic and ad hoc.	10	10
8	Regional mitigation	At risk	At risk	Regional emissions inventory 2019 completed. Development of a Regional Policy Statement Climate Change Integration chapter is underway. The WRCC Forum provides an advisory role to a WRGF project to develop a Regional Emissions Reduction Strategy. It is expected that the National Emissions Reduction Plan will provide some direction in 2022.	20	25
9	Increase forested area	At risk	At risk	Work is underway with Greater Wellington Parks and Hutt City Council. Additional action funded through One Billion Trees, shovel-ready and jobs for nature. Need to partner with iwi, TAs, communities, Ministry of Primary Industries, limited progress to date.	12	12
10	Embed regional emissions reduction targets in key programmes	On track	On track	Good collaboration is occurring with the Regional Land Transport Plan, Wellington City Council and Let's Get Wellington Moving (LGWM) on agreeing targets, with greater focus on climate change at LGWM, along with a strong climate focus in the Wellington Regional Growth Framework. Discussion has been held re modelling to understand the RLTP pathway to an emissions reduction target of 35% by 2030.	25	30