



If calling, please ask for Democratic Services

Climate Committee

Tuesday 16 August 2022, 1.00pm

Council Chamber, Greater Wellington Regional Council,
100 Cuba Street, Te Aro, Wellington

Members

Cr Nash (Chair)

Cr Connelly (Deputy Chair)

Cr Brash

Cr Gaylor

Cr Kirk-Burnnand

Cr Laban

Cr Lee

Cr van Lier

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

Climate Committee

Tuesday 16 August 2022, 1.00pm

Council Chamber, Greater Wellington Regional Council,
100 Cuba Street, Te Aro, Wellington

Public Business

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1.	Apologies		
2.	Conflict of interest declarations		
3.	Public participation		
4.	Confirmation of the Public minutes of the Climate Committee meeting on 10 May 2022	22.188	3
5.	Low Carbon Acceleration Fund Round One 2022-23 Applications	22.338	5
6.	Climate Emergency Response programme status update	22.328	14
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Please note these minutes remain unconfirmed until the Climate Committee meeting on 16 August 2022.

Report 22.188

Public minutes of the Climate Committee meeting on Tuesday 10 May 2022

Taumata Kōrero – Council Chamber, Greater Wellington Regional Council
100 Cuba Street, Te Aro, Wellington, at 1pm.

Members Present

Councillor Nash (Chair)
Councillor Connelly (Deputy Chair)
Councillor Brash
Councillor Gaylor (via Teams, until 3.11pm)
Councillor Laban
Councillor Lee
Councillor van Lier

Members participating at this meeting remotely 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

Moved: Cr van Lier / Cr Connelly

That the Committee accepts the apology for absence from Councillor Kirk-Burnnand.

The motion was **carried**.

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 15 February 2022 - Report 22.63

Moved: Cr Brash / Cr Connelly

That the Committee confirms the Public minutes of the Climate Committee meeting on 15 February 2022 - Report 22.63.

The motion was **carried**.

5 Update on Progress of Action Items from Previous Climate Committee meetings – May 2022 – Report 22.155 [For Information]

6 Low Carbon Economy – Report 22.187 [For Information]

Sean Mahoney, Company Portfolio and Economic Development Manager, introduced the report. Patrick McVeigh, MartinJenkins, tabled a presentation and spoke on developing a low-no carbon economy.

7 Intergovernmental Panel on Climate Change Mitigation of Climate Change Report – Report 22.184 [For Information]

Dr Alex Pezza, Senior Climate Scientist, spoke to the report.

8 Recloaking Papatūānuku Project Update – Report 22.182 [For Information]

Jimmy Young, Manager, Parks and Toby Barach, Project Lead Parks Restoration spoke to the report.

Councillor Lee left the meeting at 2.54pm, and returned at 3.09pm.

Councillor Gaylor left the meeting at 3.11pm and did not return.

9 Climate Emergency Response Programme Status Update – Report 22.169 [For Information]

Lisa Early, Team Leader Climate Change, spoke to the report.

Karakia whakamutunga

The Committee Chair closed the meeting with a karakia whakamutunga.

The public meeting closed at 3.22pm.

Councillor T Nash

Chair

Date:

Climate Committee
16 August 2022
Report 22.338



For Decision

LOW CARBON ACCELERATION FUND ROUND ONE 2022-23 APPLICATIONS

Te take mō te pūrongo

Purpose

1. To advise the Climate Committee (the Committee) of applications to the Low Carbon Acceleration Fund (LCAF).

He tūtohu

Recommendations

That the Committee:

1. **Recommends** that Council approve the allocation of a \$39,500 grant to the Wellington Regional Stadium Trust for fuel switching, energy efficiency and renewable energy project feasibility studies at Sky Stadium.
2. **Recommends** that Council approve the allocation of \$550,000 to Metlink to convert a diesel bus to a battery electric drive train, establish charging facilities for it, and put it into operation in the Metlink fleet.

Te tāhū kōrero

Background

2. The LCAF is funding borrowed against the value of Council's 255,660 free allocation New Zealand Units (NZUs), or emissions units, gifted to it by the government for its pre-1990 forests at the inception of the NZ Emissions Trading Scheme (ETS).
3. In February 2022, Council agreed to expand the total amount of funding under the LCAF to reflect the increasing value of Council's free allocation NZUs (Low Carbon Acceleration Fund - Report 22.66). Council also agreed to limit the funding to 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 of funding decisions.
4. At the time of writing, the spot price of NZUs is \$80.60. If the Council's free allocation NZUs were sold at this price, they would net \$20.6 million.
5. \$8 million from the LCAF has been allocated to parks restoration work, including the restoration of the wetlands and dune forest at Queen Elizabeth Park and for forest planting at Kaitoke Regional Park.

6. Therefore, the total funding available within the 70 percent cap is \$6.4 million at the time of writing. Unless the price of NZUs rises, this is the total unallocated funding from the LCAF that can be used. The LCAF is not an annual or continuous source of funding and therefore is better suited to establishing low carbon assets than covering operating costs.
7. There are two funding rounds planned for the LCAF in 2022-23, this current one and another in six months' time.
8. In this first round, proposals were put forward by Metlink and Wellington Regional Stadium Trust (WRST). These were assessed against the LCAF funding criteria by officers of the Climate Emergency Response Programme Board. Options put forward for consideration by Climate Committee were assessed as meeting the LCAF funding criteria. These are in [Attachments 1 and 2](#).
9. The criteria approved by Council are for projects that:
 - Will reduce Greater Wellington's corporate carbon footprint
 - Are additional carbon savings that would not otherwise have occurred (or occurred as soon).
10. Projects are favoured if they:
 - a Have a high value of carbon saved per dollar of funding
 - b Have additional benefits – e.g., biodiversity, flood protection, public amenity, carbon savings that accrue to others
 - c Are of strategic significance to achieving carbon reduction goals
 - d Have a high likelihood of being successfully delivered.

Te tātaritanga Analysis

11. Officers recommend that the application from WRST (**Attachment 1** - Sky Stadium Energy Transition Plan) be approved. This is to investigate and develop business cases for decarbonisation projects. The application meets LCAF criteria and has a high likelihood of developing implementation-ready projects with relatively low \$/tonne cost. The funding requested is also very small relative to the fund.
12. Officers also recommend that Metlink's application for a diesel to EV bus conversion is approved as this meets LCAF criteria and takes a positive step towards a fully electric bus fleet. The bus that would be converted would be a 'Transferring Asset' at the end of the current service contract period (2027) i.e. transferred into Greater Wellington ownership or to a third party service provider, ensuring it would continue in service on the Metlink network. Due to commercial sensitivity, **Attachment 2** - Metlink diesel bus conversion to electric application – has been circulated to councillors separately.

Ngā hua ahumoni
Financial implications

13. The total value of the recommended projects is \$589,500. This includes the WRST energy project investigation (\$39,500), and diesel to EV bus conversion of a single unit (\$550,000).
14. This will leave \$5.8 million of funding available. There are prospective projects that may be eligible for the second LCAF round. These could include renewable energy, fuel switching and energy efficiency projects at Wellington Stadium, additional diesel to EV bus conversions and renewable energy projects such as solar power installations within Council operations.

Ngā Take e hāngai ana te iwi Māori
Implications for Māori

15. There are no implications specifically for Māori as a consequence of this matter.

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

16. 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

17. 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

18. 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 as they have only a minor impact on residents and ratepayers and they do not affect Greater Wellington's ability to perform its role.

Te whakatūtakitaki
Engagement

19. 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

20. If Climate Committee so recommends, the applications to the Low Carbon Acceleration Fund will be referred, for approval, to Council’s next meeting on 25 August 2022.

Ngā āpitihanga

Attachments

Number	Title
1	Sky Stadium Energy Transition Plan – LCAF application
2	Metlink diesel bus conversion to electric – LCAF application (circulated separately)

Ngā kaiwaitohu

Signatories

Writer	Jake Roos – Climate Change Advisor
Approvers	Lisa Early – Team Leader Climate Change Tracy Plane – Manager Strategic and Corporate Planning Luke Troy – General Manager Strategy Samantha Gain – General Manager Metlink

<p>He whakarāpopoto i ngā huritaonga Summary of considerations</p>
<p><i>Fit with Council's roles or with Committee's terms of reference</i></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><i>Contribution to Annual Plan / Long Term Plan / Other key strategies and policies</i></p> <p>Operation of the LCAF relates to one of the four overarching strategic priorities of the 2021-31 Long Term Plan - responding to the climate emergency - and to actions in the Corporate Carbon Neutrality Action Plan.</p>
<p><i>Internal consultation</i></p> <p>Council staff and WRST staff were made aware of the opportunity to apply to the LCAF for eligible carbon-reduction projects.</p>
<p><i>Risks and impacts - legal / health and safety etc.</i></p> <p>There are no risk and impacts arising from this paper.</p>



Greater Wellington Regional Council
Climate Committee
14 June 2022

Application to the Low Carbon Acceleration Fund

Applicant

This application is made by the Wellington Regional Stadium Trust (WRST or the Trust).

WRST is responsible for the planning, development, ownership, operation, and maintenance of Sky Stadium.

Sky Stadium is New Zealand's premier multi-purpose outdoor sports and events facility. Situated in the heart of the region on the Wellington waterfront, the venue is an iconic landmark with seated capacity for 34,500 people. The Stadium is home to rugby, football, cricket, and rugby league, as well as concerts, exhibitions, entertainment events and hospitality functions.

In a standard year, unaffected by Covid 19, Sky Stadium hosts over 50 major events and welcomes over 500,000 people through its doors, making it the busiest stadium in New Zealand.

Proposed Project

Sky Stadium – Energy Transition Plan

In 2021 WRST completed its first Carbon Footprint calculation for Sky Stadium. This assessment confirmed, as was expected, that electricity usage and stationary fuels are the venues biggest contributing emitters of carbon, making up over 50% of Sky Stadiums emissions.

To help WRST understand what modifications should be implemented across the venue to make the biggest carbon emission reduction, while considering the financial cost of each project, WRST have engaged an engineering consultancy that specialises in energy and carbon management. The consultant WRST have engaged has experience working on similar projects at other stadia in New Zealand and with other large buildings and facilities that are embarking on the same journey as WRST and Sky Stadium.

WRST has received a detailed proposal from the consultant to develop an Energy Transition Plan for Sky Stadium. The development of the Energy Transition Plan is expected to take between 8-12 weeks to complete. This project would enable WRST to make technically and commercially viable investment decisions that will support the transition to a low carbon energy future.

The primary deliverable of the Energy Transition Plan project would be the development of an energy transition pathway and roadmap for WRST, to reduce energy-related carbon emissions over the next 10 + years. This would include identifying, quantifying, and prioritising opportunities for carbon reduction in the following areas:

1. Building utilisation
2. Energy efficiency

Wellington Regional Stadium Trust
105 Waterloo Quay, PO Box 2080 Wellington 6140, New Zealand +64 4 473 3881
skystadium.co.nz

3. Fuel switching
4. Generation of energy on-site.

The key elements of the project are.

Data Analysis and Research

Retrieve and analyse energy, asset, sub-metering, building management system (BMS) and other relevant site data to develop a detailed understanding of the following:

- Energy consumption, costs, and associated carbon emissions for the organisation
- The condition of energy related assets, and any planned dates for replacement/upgrade
- Focus areas for further investigation during the site investigations.

The consultant would also develop baselines for energy and carbon performance. They would then research and compare these values to best practice where data is available.

Site Investigations

A detailed site investigation of Sky Stadium would be undertaken. The site visit would include:

- An initial brief site walk-through with experienced staff to give an overview of the energy systems and end uses.
- Detailed investigations of the buildings plant, and controls, including interviews with key operational staff.
- A closure meeting with the client to discuss site visit findings.

This would allow the consultant to establish an understanding of:

- Operational strategy and long-term asset management plans
- Building utilisation and potential utilisation improvement opportunities
- Energy efficiency, demand reduction and heat recovery improvement opportunities
- Fuel switching opportunities (such as hot water or air heat pumps, electric ovens, and electro-boilers)
- On-site generation opportunities

Technical and Financial Analysis

The consultant would undertake analysis to determine the practical and financial feasibility of the emissions reduction opportunities identified in the steps above. This would then provide the building blocks for an energy transition pathway, including development of a marginal abatement cost curve (MACC).

The consultant would first complete a mass and energy balance to form the basis for quantifying opportunities. Then for each opportunity identified they would determine the following (where applicable):

- Operating costs – energy, carbon, maintenance, and labour costs
- Capital costs – replacement equipment/plant, project delivery costs and any potential funding subsidies
- Practicality – space requirements, security of energy supply, reliability, maintainability, and redundancy.

Capital costs for near term opportunities (less than 2 – 3 years), would be costed to a high level of accuracy that would allow WRST to move to the business case stage if desired. Capital costs for longer-term opportunities (greater than 3 years), would be costed to a lower level of accuracy that would allow WRST to include these in long-term planning.

Attachment 1 to Report 22.338

At the completion of the Sky Stadium – Energy Transition Plan project, WRST would receive a comprehensive report outlining the findings and recommended next steps, including detailed technical and financial analysis. This report would provide WRST the information needed to start implementing change to the venue and that will significantly reduce the carbon emissions of Sky Stadium.

Alternatives If Not Funded

As it currently stands, WRST does not have an alternative funding option for this project. Due to the financial impacts of the Covid 19 pandemic on the events and entertainment sector WRST is currently in a rebuilding phase, with events only just starting to return to normal.

Carbon Reduction

The focus of this project will be to identify key areas that WRST can invest in to make the biggest carbon reduction impacts to financial spend over the coming years. The project will outline a long-term suite of actions that WRST can implement, as funding is available, to make significant carbon reductions across the business.

Until the feasibility work is completed by the consultant, it is difficult for WRST to provide an indication of what the Trusts carbon reductions will be.

An example of the roadmap output is shown below including some of the opportunities the Trust would expect to identify based on the work carried out by the consultant.

Sky Stadium

Category	Opportunity	Year	Emissions Savings		Remaining emissions
			(t/yr)	(%)	
	Baseline emissions	2021	-	0%	100% (547 t CO ₂ -e/yr)
Building Utilisation	Optimise utilisation of buildings A & B	2022	5	1%	99%
	Optimise utilisation of buildings C & D	2022	5	1%	98%
Energy efficiency	Building tuning	2022	27	5%	93%
	LED upgrade	2023	30	5%	87%
	HVAC heat recovery	2023	11	2%	85%
Fuel switching	Building fabric upgrades	2023	27	5%	80%
	Option 1: Biomass	2024	211	39%	42%
	Option 2: Heat pump technology	2024	185	34%	47%
	Option 3: Electric	2024	122	22%	58%
Energy supply	Solar PV	2025	22	4%	38%
	Grid Emissions Factor	2030	63	12%	37%
Total			313-402	57%-74%	

Costs

The cost to WRST, to contract the expertise of the consultant's carbon management engineers, to develop the Sky Stadium – Energy Transition Plan is \$39,500.00 excl. GST.

WRST does not have any other funding budgeted to complete this work and is seeking the full amount to be funded by the GW Low Carbon Acceleration Fund.

Co-benefits

There will be no co-benefits from this project.

Risks

There are no significant risks to the completion of this project.

Carbon Calculations

No carbon calculations have been carried out yet. The feasibility work that the consultant will do for WRST as part of the Energy Transition Plan will include carbon reduction calculations.

Climate Committee
16 August 2022
Report 22.328



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).

Te tātaritanga

Analysis

Achievements this quarter

4. Officers have provided a status report on the Programme ([Attachment 1](#) - Climate Emergency Response Programme Status Report August 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 / Ongoing	Delayed	At risk
Corporate Carbon Neutrality	1	7	1	1
Regional Climate Emergency	1	5	1	3

5. Council decided on 24 February 2022 to accept recommendations regarding the Low Carbon Acceleration Fund (Report 22.66). Officers enacting the decision, with a funding round open to applications from Greater Wellington and the Wellington Regional Stadium Trust. Proposals are now for Climate Committee consideration on 16 August.

6. Council made a submission in June 2022 to the Ministry for the Environment on the draft National Adaptation Plan and managed retreat policy.
7. The Wellington Region Climate Change Forum (the Forum) met on 10 June and 5 August 2022. At the June Forum meeting, Minister Twyford spoke on urban policy and emissions reductions.

Ngā hua ahumoni
Financial implications

8. 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 Take e hāngai ana te iwi Māori
Implications for Māori

9. 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.

Ngā tūāoma e whai ake nei
Next steps

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

Ngā āpitihanga
Attachment

Number	Title
1	Climate Emergency Response Programme Status Report August 2022

Ngā kaiwaitohu
Signatories

Writers	Lisa Early – Team Leader, Climate Change
Approvers	Tracy Plane – Manager, Strategic and Corporate Planning Luke Troy – General Manager, Strategy

He whakarāpopoto i ngā huritaonga Summary of considerations
<i>Fit with Council's roles or with Committee's terms of reference</i> 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."
<i>Contribution to Annual Plan / Long Term Plan / Other key strategies and policies</i> Much of the work carried out this quarter has been focussed on advancing the Climate Emergency Response Programme.
<i>Internal consultation</i> The Strategic and Corporate Planning department were consulted in the development of this report.
<i>Risks and impacts - legal / health and safety etc.</i> There are no identified risks relating to the content of this report.

Attachment 1 to Report 22.328

Climate Emergency Response Programme Status Report (August 2022)

Corporate Carbon Neutrality Action Plan

	Description	Progress	Status May 22	Status July 22
1	Introduce a carbon reduction policy for the organisation. Decisions must consider what impact they will have on the carbon target(s), with a strong bias towards those options that will avoid, reduce or absorb emissions. The carbon reduction policy will be reflected in procurement policy.	Policy endorsed by Executive Leadership Team, support package completed, policy launched with roll out to business. Carbon reduction guidance is reflected in procurement practices and related guidance. Work to implement via procurement is ongoing.	Ongoing	Ongoing
2	Allocate responsibility for corporate carbon emissions and attainment of the targets to the chief executive, with an associated performance indicator.	Renewed in 2021 with new CEO.	Complete	Complete
3	Investigate securing renewable electricity supplies for GWRC operations including via procurement, partnerships and/or direct investment.	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.	On track	On track
4	Accelerate the implementation of an electric bus fleet in the region by 2030	LTP confirmed plan to substantially decarbonise bus fleet by 2030, subject to central government funding. Electric fleet will increase to 119 by end of 2023/24. Currently 82 (17%) of buses are EVs with a further 9 waiting on delivery.	Delayed	On track
5	Adopt a target of a fully-electric corporate vehicle fleet by 2030 (if mature technology is available).	Charging infrastructure at Greater Wellington offices ready. Vehicle policy requires purchase of EV fleet vehicle if it can meet use requirements. Plans to remove 4 diesel vehicles from fleet underway. Current fleet is 13% EV/hybrid. Plan is to replace 5 petrol/diesel vehicles with electric in next financial year.	On track	On track

Attachment 1 to Report 22.328

Climate Emergency Response Programme Status Report (August 2022)

	Description	Progress	Status May 22	Status July 22
6	Investigate and evaluate options for off-road and high performance electric vehicles including through conversion, joint procurement or partnerships with manufacturers.	Awaiting EV off-road vehicles on NZ market.	At risk	At risk
7	Allocate resources to accelerate reforestation planting in regional parks, plan future phases, secure external funding where possible and develop agreements with DOC regarding acquiring carbon credits associated with planting in Queen Elizabeth Park.	Parks restoration of 1350 ha agreed in Long Term Plan. Low Carbon Acceleration funding in place. Strategic planning work for restoring the land (Recloaking Papatūānuku Restoration Plan) is underway; a key component is partnering with mana whenua which needs time. 72 ha QEP peatland and 208 ha grazing land retired. 27.6 ha at Kaitoke and QEP planted. 32 ha to be planted at Kaitoke and QEP in winter 2022. 159 ha grazing land retired at Belmont Regional Park. 186 ha of grazing land at Baring Head and 25 ha of grazing land at Kaitoke to be retired in early 2023. Planning underway to plant 100+ ha of retired land across QEP, Belmont, Kaitoke and East Harbour Regional Parks in winter 2023.	Delayed	Delayed
8	Review the future of grazing leases in regional parks as part of the review of the Parks Network Plan and options to use this land for native reforestation where appropriate to earn carbon credits.	Baring Head/ Ōrua-pouanui, East Harbour Regional Park, stock grazing licence with reduced impact ends Jan 2023, with restoration planning in progress. West Belmont licence ended March 2022, with restoration and master planning processes in progress. East Belmont licence continues with minor progressive reduction in grazing area (in favour of recreation and restoration) until 2026. Akatarawa 5 ha licence ends in June 2022 and restoration works are planned. Two licences continue in Kaitoke until 2023. Battle Hill Farm Forest Park stock grazing licence ends in Dec 2022, with investigation of future options in progress. Belmont Park, Hutt Valley Pony Club 18.6 ha horse grazing licence continues until July 2023. QEP Pony Club licence may continue on	On track	On track

Attachment 1 to Report 22.328

Climate Emergency Response Programme Status Report (August 2022)

	Description	Progress	Status May 22	Status July 22
		formerly stock grazed flat areas of the park (moving off drained peat wetland). QEP Kapiti Stables horse trekking and grazing licence ends in Dec 2022. Investigation of possible future options for trekking business-related grazing is in progress.		
9	Work with the Boards and executive of CCOs, in particular CentrePort Wellington to align their level of ambition and programmes for reducing emissions with that of GWRC.	Organisations are at differing stages of working 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. The Stadium Trust are measuring their carbon footprint this year and are now eligible for the LCAF.	On track	On track
10	Sell down the free allocation of carbon credits (NZUs) GWRC received for its pre1990 forests to create a 'low carbon acceleration fund' to reduce the rates impact of this programme of work.	\$8M allocated to parks restoration. Following Council decision to allocate further funds via LCAF, a new round of applications is in process in 2022/23.	On track	On track

Regional Climate Emergency Action Plan

	Description	Progress	Status May 22	Status July 22
1	Establish appropriate governance arrangements for climate change	Climate Committee and Climate Emergency Response Programme Board established	Complete	Complete
2	Support decision making and policy development by including robust analysis of climate change impacts	Tools reviewed, guidance created to build Greater Wellington capability. Carbon policy completed. Climate Change Consideration guide revised.	On track	On track
3	Review the GWRC climate change strategy and establish a senior management champion for climate	General Manager Strategy is programme sponsor. Team Leader Climate Change position established. Direction is set through two 10-point plans, which are soon due for review.	On track	On track

Attachment 1 to Report 22.328

Climate Emergency Response Programme Status Report (August 2022)

	Description	Progress	Status May 22	Status July 22
	change priorities within the organisation to ensure an internal culture shift is achieved			
4	Advocate to Central Government to ensure legislation enables GWRC to expedite climate change and related water quality and quantity actions and consent based on an emissions threshold	Greater Wellington submitted on the draft National Adaptation Plan and Managed Retreat consultation. Managed retreat policy is expected to inform drafting of the Climate Adaptation Act.	On track	On track
Regional adaptation				
5	Support territorial authorities to create and implement proactive place-based, inclusive and community-led, engagement programmes relevant to the different dynamics of each area, which draw on existing community networks and reflect the interdependent nature of environmental issues and people	RMA reform will include two new acts (on spatial planning and adaptation), expected to provide greater clarity on roles and responsibilities on local adaptation issues. The Regional Policy Statement Climate Change chapter draft includes objectives, policies and methods to guide TAs in adaptation and emissions reduction planning. The Wellington Region Climate Change Forum (WRCCF) meets quarterly, and the officer equivalent meets regularly; these guide and participate in the Wellington Regional Leadership Committee's (WRLC) climate projects.	At risk	At risk
6	Undertake additional technical research: a. to be able to provide detailed, fit-for-purpose advice to support community engagement programmes and advise infrastructure renewal programmes b. to inform fine scale mapping of areas at highest risk of flooding in conjunction with Wellington Water's storm water investigations	a. The co-funded WRLC regional climate change impacts assessment is progressing well, with methodology drafted and workshopped with GW and TA staff. The assessment is due in Dec 2022 and will inform creation of a regional adaptation plan in 2023/24. b. Rapid regional flood hazard model developed, and associated vulnerability reporting is being put together to support strategic planning and regional climate change risk assessment. Working with HCC, WWL, UHCC, KCDC and Wairarapa Councils on new flood hazard modelling projects ahead of district plans. Regional hui on	On track	On track

Attachment 1 to Report 22.328

Climate Emergency Response Programme Status Report (August 2022)

	Description	Progress	Status May 22	Status July 22
		climate change allowances in modelling held with 40 representatives from TLAs and RCs brought together to discuss approaches to climate change in various types of flood hazard modelling. Working to improve flood forecasting and warning capability to respond to weather events.		
7	Actively work with central government to identify funding opportunities for community engagement programmes and financing adaptation responses	Currently limited capacity to progress.	At risk	At risk
Regional mitigation				
8	Work collaboratively with key institutions and agencies across the region to develop a Regional Climate Mitigation Plan	Stage 1 of the WRLC project to develop a Regional Emissions Reduction Strategy is complete (a background report). Stage 2 (developing the strategy) will begin later in 2022.	At risk	Delayed
9	Actively build a regional afforestation brokering role to build partnerships which capitalise on the Billion Trees programme and expand permanent native forests on public and private land	1 Billion Trees funding for hill country erosion and riparian /parks /biodiversity programmes are reported via Environment Committee (June 2022 order paper, p.31) , see Crown funded projects update. There is limited capacity to progress on private land, with constraints including resources, financial incentives, partnership responsibilities.	At risk	At risk
10	Embed emissions reductions targets in key programmes and projects to ensure the region contributes to the target of Net Zero New Zealand 2050, and long term infrastructure investments properly account for the anticipated increased cost of carbon resulting from the introduction of the Climate Change Response (Zero Carbon) Amendment Bill	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 Leadership Committee work. Modelling to understand the RLTP pathway to an emissions reduction target of 35% by 2030 is underway.	On track	On track

Climate Committee
16 August 2022
Report 22.355



For Information

RECLOAKING PAPATŪĀNUKU PROJECT UPDATE – AUGUST 2022

Te take mō te pūrongo

Purpose

1. To update the Climate Committee (the Committee) on the status of the Recloaking Papatūānuku Project - the phased retirement of grazed land, and progressive restoration of indigenous ecosystems across Greater Wellington Regional Council's regional parks network.

Te horopaki

Context

2. The Parks department updates the Committee as required in relation to the status of the Recloaking Papatūānuku Project. The update will cover the following topics:
 - a Recloaking Papatūānuku Restoration Plan
 - b Restoration Planning
 - c Restoration mahi
 - d Winter Planting 2022
 - e Upcoming priorities
 - f Project Financials

Ngā Take e hāngai ana te iwi Māori

Implications for Māori

3. The Recloaking Papatūānuku Project provides opportunities to partner with mana whenua – these opportunities are outlined in [Attachment 1](#).

Ngā tūāoma e whai ake nei

Next steps

4. The Parks Department will provide and speak to a presentation ([Attachment 1](#)) at the Committee's meeting on 16 August 2022.

Ngā āpitihanga
Attachment

Number	Title
1	Parks Restoration – LCAF Projects update August 2022

Ngā kaiwaitohu
Signatories

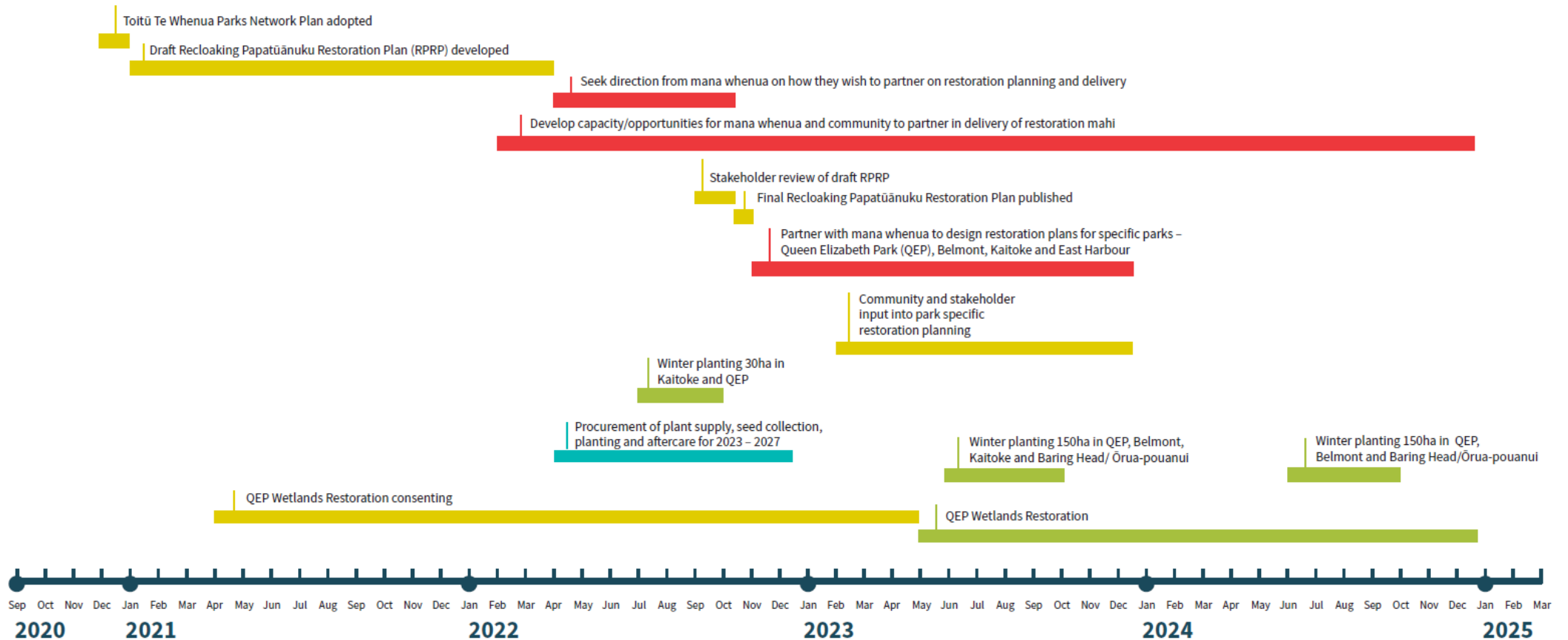
Writer	Toby Barach – Project Lead Parks Restoration - Parks Department
Approver	Al Cross – General Manager, Environment Management

He whakarāpopoto i ngā huritaonga Summary of considerations
<p><i>Fit with Council's roles or with Committee's terms of reference</i></p> <p>This update supports the Climate Committee purpose <i>To oversee the development, implementation and review of Council's climate change strategies, policies, plans, programmes and initiatives and to provide effective leadership on climate change for the organisation and the region.</i></p>
<p><i>Contribution to Annual Plan / Long Term Plan / Other key strategies and policies</i></p> <p>The update contributes to the delivery of the Greater Wellington's Climate Emergency Response, Toitū Te Whenua and Greater Wellington's emissions reduction pathways proposed for the 2021-31 Long Term Plan (LTP).</p>
<p><i>Internal consultation</i></p> <p>There was no internal consultation.</p>
<p><i>Risks and impacts - legal / health and safety etc.</i></p> <p>There are no known risks and impacts related to this report.</p>



Parks Restoration LCAF Projects update – August 2022

Recloaking Papatūānuku Parks Restoration Project



Recloaking Papatūānuku Restoration Plan (RPRP)

- The RPRP outlines land management techniques, prioritisation timelines, and procurement options for restoration. The draft was completed early 2022.
- Work to complete it has been on hold while we seek direction from our mana whenua partners.
- Kaupapa talks and other hui have taken place with a number of mana whenua. These talks have focused on specific park-based opportunities.
- Parks has made decisions on restoration to maintain momentum.
- We cannot continue to forge ahead with restoration without our mana whenua partners and community.

Recloaking Papatūānuku Restoration Plan (RPRP) – cont.

Proposed next steps:

- Finalise the draft RPRP as a technical guidance document.
- Use the RPRP to make decisions on short term restoration goals.
- Progress discussions with mana whenua in relation to partnering on the co-design of park specific restoration plans and opportunities for delivery of restoration work.
- Use RPRP as an input to park specific restoration plans.

Restoration Planning

- Restoration of up to 150 hectares is being planned for 2023 (QEP, Belmont and Baring Head).
- Restoration plans are required for QEP, Belmont East, Kaitoke, Battle Hill, Baring Head and the Parangarahu Lakes.
- QEP Peatland restoration planning underway. NZTA have requested more work to understand effects. Work underway to capture mana whenua views.
- QEP wetland restoration global consent planning underway (partnership project with FOQEP).

Restoration Mahi

- Seed collection to grow plants (up to 375,000) for winter 2023.
- Hem of Remutaka is propagating seed for Baring Head and Remutaka Prison Nursery for QEP and Belmont planting.
- Starting the procurement process to establish a panel of suppliers to provide all services.
- Exploring how to support mana whenua and community aspirations through the panel (or directly).
- Pest plant and animal control planning/operations are underway.

Winter 2022 planting

- Groundtruth have planted ~27ha at QEP and have commenced planting ~5ha at Kaitoke.
- 14,000 natives planted at Waitangirua in partnership with Ngāti Toa, PCC, Ngahere Korowai and Sustainable Coastlines.
- 8,000 natives planted at Baring Head in partnership with FOBH and Hem of Remutaka.
- Site prep completed at QEP for 12,000 plants with Maclean Trust.
- RedTree have set-up direct seeding trial plots at Baring Head, Parangarahu Lakes, East Belmont and QEP.



Attachment 1 to Report 22.335









Up coming Priorities

- Partnerships with mana whenua and community
- Finalising the RPRP
- Completion of winter planting
- Pest control on 2021 and 2022 plantings
- Establish panel of suppliers to support restoration
- QEP Peatland consents for pest plant control and rewetting
- QEP Wetlands restoration global consent
- Preparing Restoration plans
- Confirming plant supply and areas for planting winter 2023

Finances

Year	Budget	
Forecast 2021/22	\$1,595,000	Actual Spend \$435,000
Forecast 2022/23	\$2,134,600	
Forecast 2023/24	\$3,261,250	
Forecast 2024/25	\$2,774,750	

2022/23 key budgets	
Mana whenua Partnerships	\$ 180,000.00
Community Partnerships	\$ 150,000.00
Finalising the RPRP Restoration Plan	\$ 10,000.00
Development	\$ 130,000.00
Seed Collection	\$ 50,000.00
Planting and aftercare	\$ 381,500.00
Plant supply	\$ 75,000.00
Pest plant management	\$ 160,000.00
Pest animal management	\$ 120,000.00
Site prep	\$ 462,500.00
QEP Wetlands Restoration	\$ 325,000.00

Questions?



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

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

Climate Committee
16 August 2022
Report 2022.317



For Information

AOTEAROA NEW ZEALAND'S FIRST EMISSIONS REDUCTION PLAN

Te take mō te pūrongo

Purpose

1. To update the Climate Committee (the Committee) on Aotearoa New Zealand's First Emissions Reduction Plan.

Te horopaki

Context

2. The Emissions Reduction Plan (ERP), *Te hau mārohi ki anamata - Towards a productive, sustainable and inclusive economy*, published 16 May 2022, sets the direction for climate action across every part of government and each sector of the economy. In doing so, it outlines how central government intends to play its part in global efforts to limit warming to 1.5°C above pre-industrial levels.
3. The ERP is the first statutory plan, under the Climate Change Response Act 2019. It requires the Government to act to reduce emissions right across the economy. It draws on reports from the Climate Change Commission, the Productivity Commission and departmental strategies and work programmes.
4. New Zealand's legislated 2050 emissions reduction targets are: net zero greenhouse gas emissions (except biogenic methane), a 24-47 percent reduction in biogenic methane compared with 2017 levels and a 10 percent reduction in biogenic methane by 2030.
5. New Zealand is using a system of emissions budgets to meet its 2050 targets. An emissions budget is the total quantity of emissions that is allowed to be released during the five-year period (except the first emissions budget which covers 2022-2025). The ERP contains strategies, policies and actions for achieving the first emissions budget, and a new ERP will be published before the start of each budget period.

Te tātaritanga

Analysis

6. The ERP is based on five principles:
 - a Playing our part;
 - b Empowering Māori;
 - c Equitable transition;
 - d Working with nature;

- e A productive, sustainable and inclusive economy.
7. It identifies changes to system settings: emissions pricing; funding and finance; planning and infrastructure; research, science, innovation and technology; circular economy and bioeconomy.
 8. It also identifies sector plans across transport, energy and industry, building and construction, agriculture, waste, fluorinated gases and forestry. Energy and industry and the transport sector are seen as delivering the most significant emissions reductions in the first budget period.
 9. This is an all-of-government approach which requires new ways of coordinating effort across government, as well as between government and Māori, local government, the business community and civil society. The Government has dedicated programme governance and management for the ERP, led by the Prime Minister.
 10. On the 2 August at the Regional Transport Committee received a presentation on how the Regional Transport team will be modelling / monitoring emissions against the ERP targets.
 11. The Climate Change Coordinator will speak to a presentation ([Attachment 1](#)) at the Climate Committee's meeting.

Ngā hua ahumoni
Financial implications

12. The ERP says that: “Local government is responsible for funding and financing local projects, including infrastructure. Councils will need to ensure that their investments and spending align with climate objectives.” (p.113)
13. Budget 2022 provides for funding for some of the ERP activities, such as towards decarbonisation of the transport system, increasing development of carbon sinks through new approaches to afforestation and funding for a Māori climate action platform.

Ngā Take e hāngai ana te iwi Māori
Implications for Māori

14. A key action under the ERP is that the Government will establish a platform for Māori climate action and a Māori climate strategy.

Ngā āpitihanga
Attachment

Number	Title
1	Aotearoa New Zealand's First Emissions Reduction Plan Presentation

Ngā kaiwaitohu
Signatories

Writers	Mikaila Ceelen – Climate Change Coordinator Oliver Suri – Strategic Advisor Strategic & Corporate Planning
Approvers	Lisa Early – Team Leader Climate Change Tracy Plane – Manager Strategic & Corporate Planning Luke Troy – General Manager Strategy

He whakarāpopoto i ngā huritaonga

Summary of considerations

Fit with Council's roles or with Committee's terms of reference

Updating the Climate Committee on this national initiative fits with its specific 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)”

Implications for Māori

A key action under the ERP is that the Government will establish a platform for Māori climate action and a Māori climate strategy.

Contribution to Annual Plan / Long Term Plan / Other key strategies and policies

This paper informs the work of the Climate Emergency Response Programme.

Internal consultation

Regional Transport were consulted in the development of this report.

Risks and impacts - legal / health and safety etc.

There are no identified risks relating to the content of this report.

Aotearoa New Zealand's First Emissions Reduction Plan

Prepared by: Mikaila Ceelen & Oliver Suri

Overview

Emissions Reduction Plan (ERP) outlines how central government will play their part in global efforts to limit warming to 1.5°C above pre-industrial levels

Emissions reduction targets

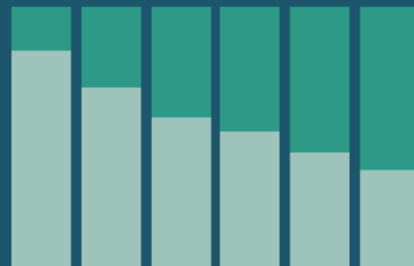
By 2050:

Long-lived greenhouse gas emissions are net zero

Biogenic methane emissions are 24–47% below 2017 levels

Emissions budgets

Interim targets that step towards 2050



Emissions reduction plans

The policies and strategies to achieve the emissions budgets



Adaptation measures

Strategies to help us understand and respond to climate change risks



Empowering Māori

Central Government is establishing a platform for Māori climate action that will:

- Embed partnership and representation to uphold Te Tiriti principles
- Support Māori-led strategy and alignment to elevate te ao Māori within the climate response - a Māori climate strategy and action plan
- Activate and fund kaupapa Māori, tangata Māori solutions



Working with nature

ERP is an opportunity to use nature-based solutions to tackle the climate emergency and design Government's response to the climate crisis in a way that protects, enhances and restores nature

Key actions include:

- Prioritising nature-based solutions in planning and regulatory systems
- Establish an integrated work programme that delivers climate, biodiversity and wider environmental outcomes
- Reporting on biodiversity as part of emissions reduction plan reporting
- Supporting native afforestation and restoration through the Carbon Neutral Government Programme

Planning and infrastructure

Key actions include:

- Improve the resource management system to promote lower emissions and climate resilience
- Enable low emissions and resilient housing and urban development (policy, guidelines, partnerships)
- Address infrastructure funding and financing challenges



Funding and finance

Funding under Budget 2022 supports the ERP

Key actions include:

- Climate emergency response fund
- Sovereign green bonds
- Climate related financial reporting

Local government:

- Responsible for funding local projects, including infrastructure - Councils to ensure their investment spending align with climate objectives



Forestry

Key actions include:

- Grow forestry and wood processing industry to deliver more value from low carbon products
- Support landowners to undertake afforestation, especially erodible land
- Advisory services to land users, councils, Māori, other stakeholders
- Maintain existing forests (reduce afforestation, forest management practices)
- Encourage native forests as long-term carbon sinks (reducing costs, improving incentives)
- Consider ETS and RM changes to achieve right types and scale of forests in right place

Regional councils' role:

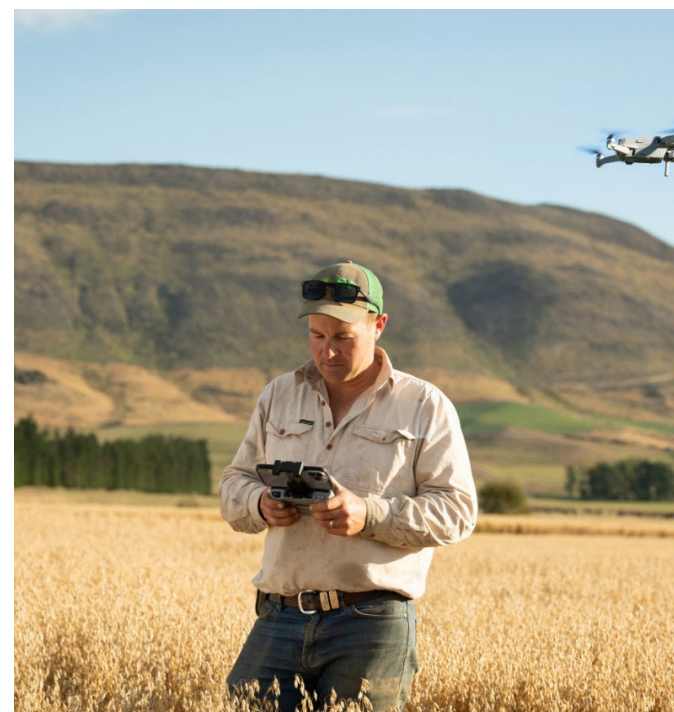
- Both regulators and land users in implementing national direction re right trees, right place
- Facilitate use of forests in adapting to climate change by encouraging use of marginal land for forestry where it will mitigate impacts of extreme weather events

Agriculture

Agricultural emissions make up 50% of Aotearoa's gross emissions.

Key actions include:

- Agricultural emissions pricing mechanism by 2025
- Fund tikanga based climate programmes
- Develop food and fibre science and mātauranga accelerators to encourage lower emissions land use
- Introduce climate-focused advisory services
- Support for adoption of tech and farm practices
- Establish new Centre for Climate Action on Agricultural Emissions

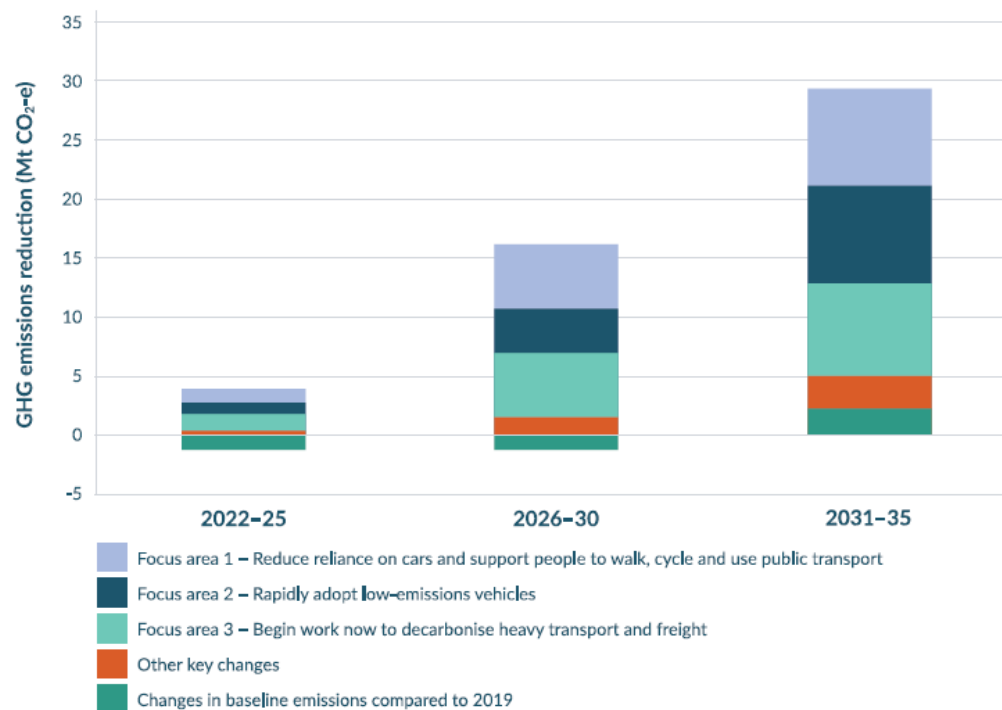


Transport

Key transport aims:

1. Reduce reliance on cars and support people to walk, cycle and use public transport
2. Rapidly adopt low-emissions vehicles
3. Begin work now to decarbonise heavy transport and freight

Figure 10.3. Potential emissions reductions for each focus area, compared to 2019¹³



Role of local government in our transition

ERP recognises that local government:

- Is fundamental to meeting 2050 targets, mitigating climate change, helping communities adapt
- Makes decisions in many sectors that will need to transition
- Will need support and guidance from central government to:
 - build capacity and capability
 - understand their roles and responsibilities for emissions reduction
 - ensure they have the tools and resources needed for change