

CONFIDENTIAL

## Transport Emissions Reduction Plan Methodology

For decision:  For noting:

### Ngā tūtohunga / Recommendations

That the Auckland Transport Board (board):

- a) delegates authority for up to three board members to join a Transport Emissions Reduction Plan Reference Group of three councillors, an Independent Māori Statutory Board member, and two Mana Whenua Kaitiaki Forum members.

### Te whakarāpopototanga matua / Executive summary

1. Immediate and significant reductions in carbon emissions are vital to avoid a worsening of climate change impacts. The reductions needed are reflected in Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan. The scale of the reductions required by 2030 is immense; a similar reduction was achieved in April 2020, under strict travel restrictions associated with Alert Level 4 of the COVID-19 pandemic. Achieving these reductions cannot be done through incremental change to existing tools; transformational change is required demanding new approaches and tools in the transport sector and beyond.
2. Auckland Transport (AT) and Auckland Council (Council) are jointly developing a Transport Emissions Reduction Plan (TERP) to meet the emissions reductions outlined in Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan. TERP will identify the actions to reduce emissions, develop combinations of actions into pathways that meet the emissions reductions, and evaluate each pathway's impacts (including social, economic, cultural, safety and financial impacts). TERP provides the analysis for councillors will select a pathway to implement.
3. A reference group of board members, councillors, Independent Māori Statutory Board and Mana Whenua Kaitiaki Forum members will finalise TERP's approach (or methodology). The reference group will agree on the approach for undertaking the work, guide staff, review the outputs and recommend a preferred pathway to the Council Environment and Climate Change Committee.
4. Several areas of the approach are unresolved and need to be worked through with Council staff. These include how actions are identified, how pathways are evaluated, the necessity of adaptive pathways, and looking at both interim (2030) and long-term reductions (2050).

### Ngā tuhinga ō mua / Previous deliberations

Date	Report Title	Key Outcomes
June 2021	Approval of Regional Land Transport Plan 2021 – 2031 (RLTP).	Acknowledgement that Council climate targets will not be met.

CONFIDENTIAL

## Te horopaki me te tīaroaro rautaki / Context and strategic alignment

5. Council endorsed Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan in 2020. The plan includes targets to halve regional emissions by 2030 (against a 2016 baseline) and models an indicative pathway of a 64% reduction in transport emissions by 2030. The Council modelled pathway depicts how climate action in each sector could reduce emissions from a business-as-usual projection. Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan has a 2050 target of net-zero emissions for the region.
6. Council Planning Committee resolutions of 11 March 2021 (PLA/2021/15) and 24 June 2021 (PLA/2021/61) instructed Council and AT to jointly develop TERP to meet emission reductions. At its 12 August 2021 meeting, Council's Environment and Climate Change Committee considered TERP's proposed approach and governance structure. The Committee endorsed the approach and agreed to delegations to a reference group. TERP is expected to be completed by the end of the second quarter of 2022; then Councillors decide on an emissions reduction pathway. This board paper does not reproduce the information presented in the Committee paper (attachment 1) but focuses on key aspects for board consideration.
7. By the end of 2021, the Government will release an Emissions Reduction Plan (ERP) that sets out policies and strategies to meet national emissions budgets (or targets) over the next 15 years. The ERP will directly impact on TERP as it proposes actions by Government. The Government's targets are anticipated to be significantly lower than Auckland's, requiring Auckland to take more action than the rest of the country, action that will contribute substantially to meeting the national target.

## Ngā matapakinga me ngā tātaritanga / Discussion and analysis

8. A recent influential report on climate change (the Inter-Governmental Panel on Climate Change August 2021 report) made clear that the impacts of climate change are already occurring and will be greater than expected, irrespective of global efforts to reduce emissions. The report stressed the urgency of immediate and substantial reductions in emissions to avoid worsening of impacts. The reductions needed are reflected in Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan. Achieving these reductions cannot be done through incremental change to existing tools; transformational change is required, which will demand innovative approaches and tools within the transport sector and beyond.
9. Reducing transport emissions requires reducing vehicle kilometres travelled (VKT) and/or reducing the amount of emissions per kilometre of travel. Reducing transport emissions requires influencing the travel decisions of Aucklanders and businesses, starting with the need to travel, the modes they take, and the efficiency of the vehicles they use. A wide range of factors influences travel decisions; these factors need to be addressed to have a transformational and lasting impact on travel decisions and emissions. Addressing the factors is the responsibility of local and central Government, Aucklanders, and businesses – no single group can, or should, take responsibility; the challenge is too great.
10. The purpose of TERP is to identify the actions to address the factors, develop combinations of actions into pathways that the reduction needed, and evaluate the impacts (including social, economic, cultural, safety and financial) of each pathway. The TERP will recommend a pathway to the Auckland Council's Environment and Climate Change Committee in the second quarter of 2022.

**CONFIDENTIAL**

11. A working group made up of Council and AT staff will undertake the development of TERP guided by a reference group made up of:
  - a. the chair or deputy chair (as alternate), of the Environment and Climate Change Committee;
  - b. the deputy chair or chair (as alternate), of the Planning Committee;
  - c. the deputy chair or chair (as alternate), of the CCO Oversight Committee;
  - d. the chair or deputy chair (as alternate), of the Independent Māori Statutory Board;
  - e. two members of the Mana Whenua Kaitiaki Forum (including at least one of the Forum co-chairs); and
  - f. up to three members of the board.
12. The reference group will agree on the approach for undertaking the work, guide staff, review the outputs and recommend a preferred pathway to the Council Environment and Climate Change Committee. At the first reference group, a Terms of Reference for the TERP will be finalised, which will include how to regularly update the Environment and Climate Change Committee and board.
13. The TERP approach (Attachment 1 para. 32-64) has many unresolved areas that the reference group needs to address to approve the approach. The critical unresolved areas are:
  - a) Identifying actions to reduce emissions: a traditional approach is proposed to identify actions: focusing on well-known actions primarily within the transport sector. However, to achieve the scale of the change required, potential actions should not be constrained – a “blue-sky” approach is crucial to identifying actions, many of which will be in adjacent sectors.
  - b) Evaluating pathways’ impacts: the approach has not outlined the measures to evaluate social, economic, cultural, safety and financial impacts. Measures need to be finalised as soon as possible to collect the correct information about actions.
  - c) Adaptive Pathways: only a single pathway will be recommended. A single pathway lacks the flexibility to respond to unexpected changes, making it challenging to meet the reduction target. An adaptive pathway that can switch between pathways if reductions are faster or slower than anticipated is preferred. This requires a process for monitoring performance and defining conditions for switching.
  - d) Looking beyond 2030: currently, TERP is focused on a 2030 target, not on longer-term 2050 targets. TERP needs to identify and evaluate long-term actions that will reduce emissions in later decades (e.g. changes in land use) that support 2050 targets.

CONFIDENTIAL

## Ngā tūraru matua / Key risks and mitigations

Key risk	Mitigation
Lack of clear ways of working and responsibilities between AT and Council staff, leading to delays and difficulties in reaching agreement on key issues.	AT has actively engaged with Council to establish a way of working. This has been unsuccessful; a new approach is being considered.
Insufficient funding. AT budgeted \$200,000 based on assumptions of the project scope and Council contributing at least half of all costs. Council increased the scope of the project and has not confirmed funding. The estimated total costs are \$500,000. Insufficient funding could threaten the quality of the work.	Requested Council estimate the costs of each project task and confirm their available funding.
Council proposes engagement with many partners, stakeholders and Local Boards. Given available timeframes and funding, it could lead to delays or recommendations that do not adequately address issues.	Develop a comprehensive Engagement Plan that sets out how engagement will be undertaken and how and when feedback will be incorporated within the process.
There will be considerable change in climate change policy in the second half of 2021 as the Government finalises emissions reduction targets and plans. The nature of these changes is unknown, including the implications for TERP.	AT is actively engaging with the Government on its plans; and sharing with Government information on TERP.

## Ngā ritenga-ā-pūtea me ngā rauemi / Financial and resource impacts

14. TERP will identify a range of actions that will impact on future finances and resources. These impacts are estimated within each pathway.

## Ngā whaiwhakaaro ō te taiao me te panonitanga o te āhuarangi / Environment and climate change considerations

15. This paper directly relates to reducing carbon emissions from the transport system.

## Ngā whakaaweawe me ngā whakaaro / Impacts and perspectives

### Mana whenua

16. The reference group includes representatives from the Independent Māori Statutory Board and the Mana Whenua Kaitiaki Forum. Over the coming months, Council will reach out to iwi chairs and matāwaka organisations for their input on the proposed pathways. AT will also engage with its mana whenua operational tables for input.

CONFIDENTIAL

### Ngā mema pōti / Elected members

17. The reference group includes elected members, and the group will regularly update the Council Environment and Climate Change Committee. Council will engage with local boards to seek their input.

### Ngā rōpū kei raro i te Kaunihera / Council Controlled Organisations

18. Council Controlled Organisations will be engaged with on any actions relating to their sectors; for example, there will be discussions with Auckland Unlimited on their Climate Innovation Hub.

### Ngā kiritaki / Customers

19. Customers views from past consultations on the RLTP and Auckland Climate Plan will be used. Additionally, there will be targeted engagement of key stakeholders to ensure their views and expertise help inform the pathways and impacts.

### Ngā whaiwhakaaro haumaruru me ngā whaiwhakaaro hauora / Health, safety and wellbeing considerations

20. Climate change will continue to impact customers health, safety and wellbeing. TERP, together with global action to significantly reduce emissions, will reduce some of these impacts.

### Ā muri ake nei / Next steps

21. The first reference group meeting will convene in September 2021.

### Te whakapiringa / Attachment

Attachment number	Description
1	Environment and Climate Change Committee Paper: Proposed approach and governance structure for the Transport Emissions Reduction Plan

CONFIDENTIAL

## Te pou whenua tuhinga / Document ownership

Submitted by	Greg Nelson <b>Head of Transport Sustainability</b>
Recommended by	Jenny Chetwynd <b>EGM Planning &amp; Investment</b>
Approved for submission	Shane Ellison <b>Chief Executive</b>