

1. Climate Change

2. Environment

3. Social and Economic

11

On track

12

Watch

1

Not on track

Objectives	Target	Status	Performance commentary	Reporting frequency
1.1 Operational emissions are reduced (includes public transport)	50% overall emissions reduction by 2031/32 against 2021/22 baseline. Recognising that some subcategories may reduce more than others.	● On track	FY24 Q1 Slight increase in emissions compared to FY23 with more train services but still on track to achieve target. Good reduction with streetlight LED retrofit. 11% services in Q1 were low emissions buses; up from 6% along with a 3% increase in bus emissions despite a 8% increase in bus service km compared to previous quarter.	Quarterly
1.2 Embodied emissions are reduced	50% reduction by 2031 against the 2021/22 baseline	● On track	Embodied emissions in FY21/22 & FY22/23 showed reductions against the baseline of 156,000t CO ₂ e.	Annually
1.3 AT actively influences reductions in private vehicle emissions	TERP: Reduce Auckland's transport emissions by 64% by 2030 Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan: Reduce transport emissions by 50% by 2030	● Watch	Review underway to identify how AT's TERP initiatives can be reported, 13 TERP initiatives can be report from SOI reporting.	
1.4 Auckland's existing transport network is increasingly resilient to the physical impacts of climate change	ATs physical networks are in a sound condition and operate to designed level of service	● Watch	Climate Adaptation Action Plan in development, to EPSG Feb '24.	
1.5 AT's planned works are resilient to the physical impacts of climate change	100% of planned works integrate the physical impacts of climate change into their design by 2023	● Watch	Climate Change Policy updated to include this (update to FAC in Nov, Board Feb '24).	
1.6 AT's operations are resilient to the physical impacts of climate change	AT's operations are configured and managed to ensure continuity of service and ready to respond to anticipated impacts of climate change	● Watch	Climate Adaptation Action Plan in development, to EPSG Feb '24.	
1.7 The physical and transition-related impacts of climate change are well understood and effectively managed	Auckland's transport system is resilient to the impacts of climate change and is contributing to national and regional emissions reduction targets	● On track	Climate Risk work programme includes development of Transition Plan which will include engagement with ELT and Senior Leaders.	
1.8 AT's systems and processes ensure decision making reduces AT's vulnerability to climate related shocks and are in-line with policy settings to limit total warming to 1.5°C	All Regional Land Transport Plans outline and fund activities to decarbonise Auckland's transport system in-line with limiting total global warming to 1.5°C	● Watch	Transition Plan in development.	
2.1 Biodiversity is enhanced where Auckland's urban and rural streams intersect with the transport network	20% of rural culverts located on permanent streams have fish passages	● On track	Good progress with fish passage improvements on a significant culvert in Karaka in FY22/23. Progress limited by funding constraints.	Annually
2.2 Transport corridors use green infrastructure to provide ecological services	10% increase in pervious surfaces along corridors connecting areas of high ecological value by 2030 12% average canopy cover along Auckland road corridors, with a focus on south Auckland, by 2030	● On track	Applied to Waka Kotahi for funding to undertake climate roads/porous surfacing for Making Space for Water programme (Workplan Master BAU list). Total trees planted on Auckland road network (net) = 1089 (0.03% increase). Collaboration with Council and CATR funding saw increase in number of trees planted. FY 23/24 - Development of ecological corridors will guide greater use of CATR funding to increase tree planting.	Annually
2.3 The impacts and dependencies of Auckland's transport network on nature are well understood and effectively managed	AT network provides biodiversity net gain – restoring and enhancing nature. AT reports under TNFD	● On track	AT has completed Phase I of trialing the TNFD framework, with Phase II this year. FAC will be updated in Feb '24.	Annually
2.4 Environmental impacts of stormwater quality from the transport network are reduced	Stormwater runoff from 30% of Auckland's busiest roads is treated by 2030	● Not on track	Funding unavailable to deliver target: AT submitted business case to fund required treatment devices on busiest roads across a 7-year programme, to the RLTP24 process.	Annually
2.5 The use of potable water in the construction, operation and maintenance of Auckland's transport network is minimised	100% of AT capital/maintenance projects >\$5 million meet non-potable water requirements	● On track	86% of maintenance contracts have access to non-potable water. 1 Major capital project has access to non-potable water.	Annually
2.6 Waste volumes sent to landfill from the construction, operation and maintenance of the transport network are reduced	50% reduction in waste volume by 2030 (2021 baseline) or 75% of total waste diverted	● Watch	FY22/23 - 56% waste diverted from landfill (maintenance contracts) FY22/23 - 80% waste diverted from capital works.	Annually
2.7 The use of recycled materials in construction and maintenance is actively promoted and increased	All AT maintenance and capital works contracts >\$1 million include a KPI requiring increasing utilisation of recycled materials	● On track	FY23/24 - Uptake of recycled aggregate and completed storm recovery works expected to increase waste diversion results.	Annually



Climate Change and Sustainability Report

Reporting objectives and success measures

Reporting frequency

All

- 1. Climate Change
- 2. Environment
- 3. Social and Economic

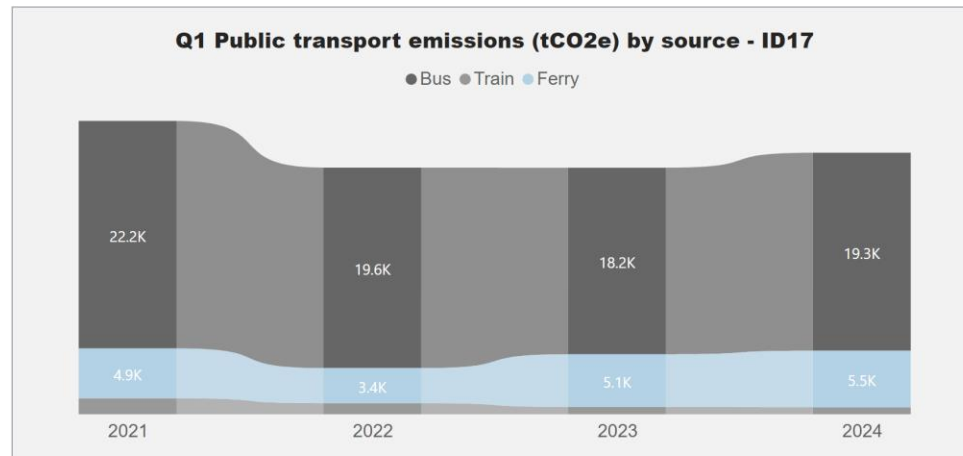
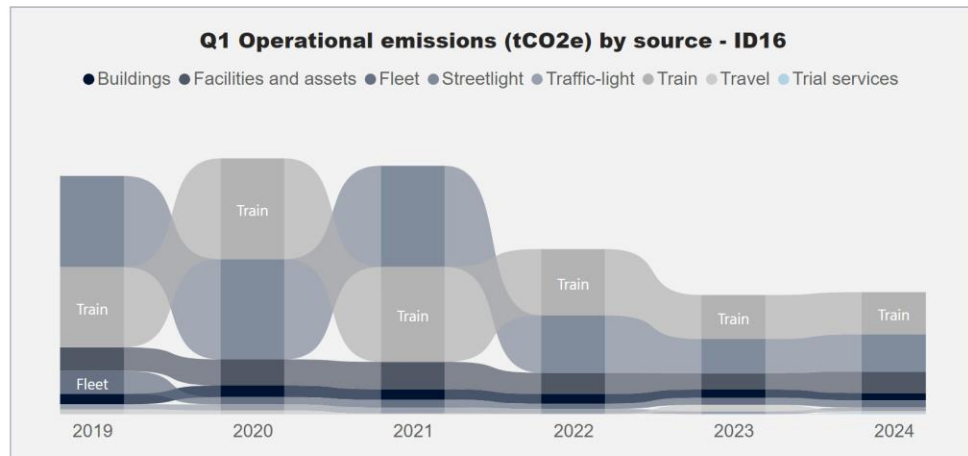
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On track
12
Watch
1
Not on track

Objectives	Target	Status	Performance commentary	Reporting frequency
3.1 Increased access to contract opportunities within AT's supply chains for a diversity of New Zealand businesses and organisations	By 2035, at least 15% of AT's total influenceable spend through the supply chain is with Diverse Suppliers. Two thirds of AT's spend with Diverse Suppliers (at least 10% of AT's total influenceable spend through the supply chain) is with Pakihi Māori (Māori-owned businesses)	● Watch	\$6,6 million spent YTD directly with Diverse Suppliers and \$3,8 million indirectly with diverse suppliers through road corridor maintenance supply chain = 1.68% of AT total spend. Working on deliberate targeted interventions to increase spend with Diverse Suppliers.	Quarterly
3.2 People from under-served communities in Auckland are supported into quality employment	100% of relevant suppliers meet project-specific quality employment targets, including providing new full-time employment for people from under-served communities and/or delivering recruitment, training, support and career progression programmes for people from under-served communities	● On track	Ongoing work developing supplier partnerships with Ngā Puna Pūkenga, Māori and Pasifika Trades Training, and Jobs and Skills Hubs.	Quarterly
3.3 Human rights risks within AT's supply chain are understood and managed effectively	Where human rights risks are identified at a country, industry or commodity level, self-assessment questionnaires, corrective action plans and continuous improvement pathways are completed with 100% of relevant suppliers	● On track	Work progressing to prepare for anticipated Modern slavery & worker exploitation disclosures. Mapping of supply chain risks for strategic suppliers & ethical sourcing programme.	Quarterly
3.4 AT's suppliers maintain responsible and ethical business practices and supply chains	100% of AT's direct suppliers annually acknowledge that they are committed to meeting the principles in the AT Supplier Code of Conduct	● On track	80% of spend over previous 12 months is with suppliers that have acknowledged the Code. Supplier forum planned for Feb 2024.	Quarterly
3.5 Improved transport access to essential services & opportunities for areas of high deprivation	Proportion of the population living in high deprivation areas that are within 500 metres of a Frequent Transit Network bus stop or Rapid Transit Network Station	● Watch	AT Equity Framework seeking AT board approval at 28 Nov meeting. Metrics & Targets TBC.	TBC
3.6 The financial cost of transport as a proportion of total income is reduced for areas of high deprivation, including through the provision of better alternatives to car travel	Availability of fare discounts for low income groups Household expenditure on transport as a percentage of income, including for those living in high deprivation areas	● Watch	AT Equity Framework seeking AT board approval at 28 Nov meeting. Metrics & Targets TBC.	TBC
3.7 Work towards a network where anyone, regardless of age or ability, can go safely from A to B without inconvenience or barriers, and with dignity	Proportion of bus stops and railway / RTN stations, strategic walking network, and customer information on the PT network that meet accessibility design standards	● Watch	AT Equity Framework seeking AT board approval at 28 Nov meeting. Metrics & Targets TBC.	TBC
3.8 Improved personal safety/security for women, girls, LGBTQI people and ethnic communities using the transport system, especially PT system and footpaths	Proportion of PT stations, bus stops, footpaths and high pedestrian use areas with appropriate security facilities and lighting. Customer perception of personal safety / security	● Watch	AT Equity Framework seeking AT board approval at 28 Nov meeting. Metrics & Targets TBC.	TBC
3.9 Reduce disproportionate exposure in high deprivation areas to unacceptable transport derived harms	Measures for spatially defined areas with high socio-economic deprivation, compared with regional average, e.g. rates of deaths and injuries from road crashes, exposure to air and noise pollution from major roads	● Watch	AT Equity Framework seeking AT board approval at 28 Nov meeting. Metrics & Targets TBC.	TBC

Business Plan 2023/24 Key Results

Performance reporting as at October 2023

Example of Climate Change Data



Leveraging our existing network using data, technology and insights

ID	Source	Measure	FY target	Status	Key insights (in development)	Progress commentary (in development)
16	SOI	Operational GHG emissions	15% reduction from the 2018/19 baseline	EXCEEDED	Total operational emissions for Q1 is 2.4% higher compared to the same quarter last year, mainly driven by facilities and streetlights, partially offset by trains, corporate travel and buildings.	Total operational emissions for Q1 were 1,987 tonnes, representing almost 50% reduction compared to the 2018/19 baseline, exceeding the target reduction of 15%.
17	BP	Public transport services GHG emissions	5% reduction from 2020/21 baseline	EXCEEDED	Total emissions from public transport for Q1 were 25,539 tonnes, 6% higher than the same quarter last year as we restated all our suspended services due to bus driver shortages.	Total emissions from public transport for Q1 were 25,539 tonnes, represents 10.8% reduction compared to the 2020/21 baseline, exceeding the trajectory target of 5% reduction.

Above target 2.5%

Target +/- 2.5%

Below target 2.5%

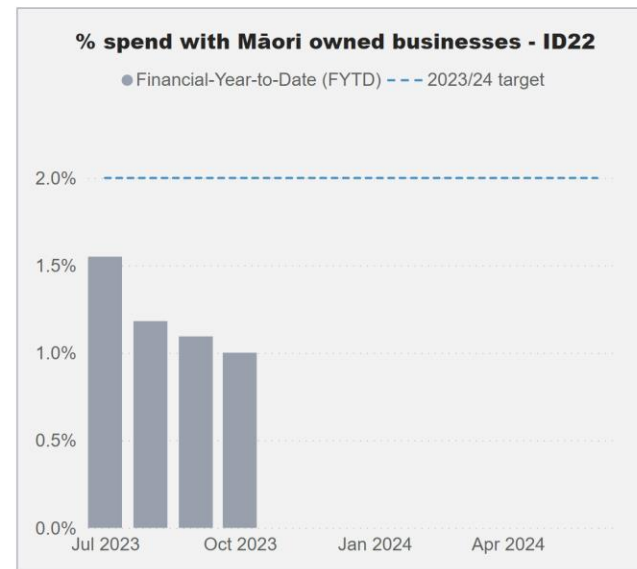
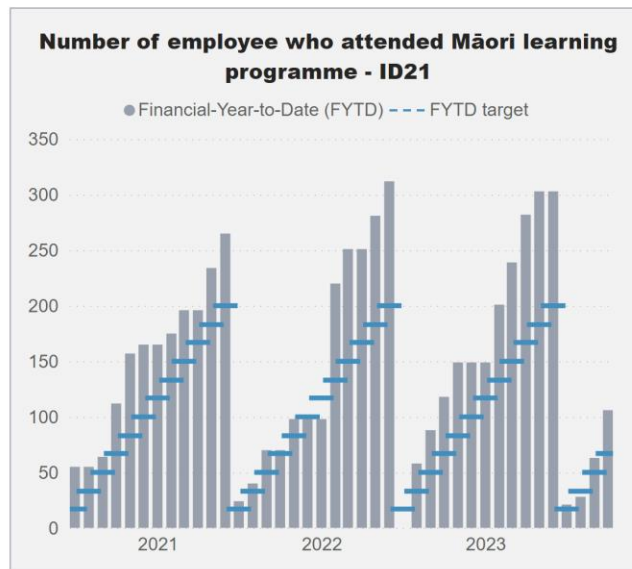
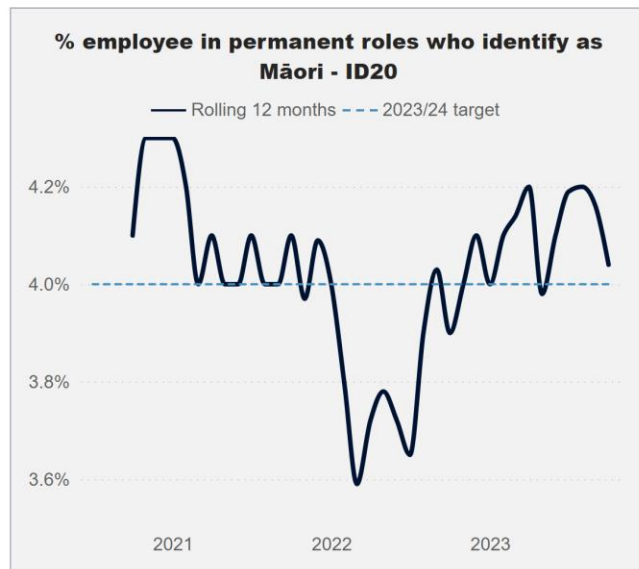
Not rated



Business Plan 2023/24 Key Results

Performance reporting as at October 2023

Example of Social and Economic Data



Supporting Māori wellbeing, outcomes and expectations

ID	Source	Measure	FY target	Status	Key insights (in development)	Progress commentary (in development)
20	BP	Percentage of employees in permanent roles who identify as Māori	Grow above 4%	● MET		4% of employees in permanent roles are identified as Māori as at October 2023, exceeding the target of 4%.
21	BP	Capability - Number of employee who attended Ngā Kete Kīwai learning programme	At least 200 attendances	● EXCEEDED		106 people had completed one of the courses in the Ngā Kete Kīwai learning programme for financial year to date to October 2023, exceeding the trajectory target of 67.
22	SOI	Percentage of procurement spend with Māori owned businesses	Increase from 1.7% to 2%	● NOT MET		Māori-owned businesses received \$5.63 million in direct and sub-contracted spending for the October 2023 financial year to date, representing 1% of the total spend, not meeting the target of 2%. We expect spend data to be submitted from our head contractors over next few months, which will give us a clearer picture of our Māori business spend through the Road Corridor Maintenance and EBA supply chains.

Above target 2.5% Target +/- 2.5% Below target 2.5% Not rated

