

October Board Meeting – 2024



# Sustainability Strategy: YE 2024 Annual Report and Scorecard



June 2024



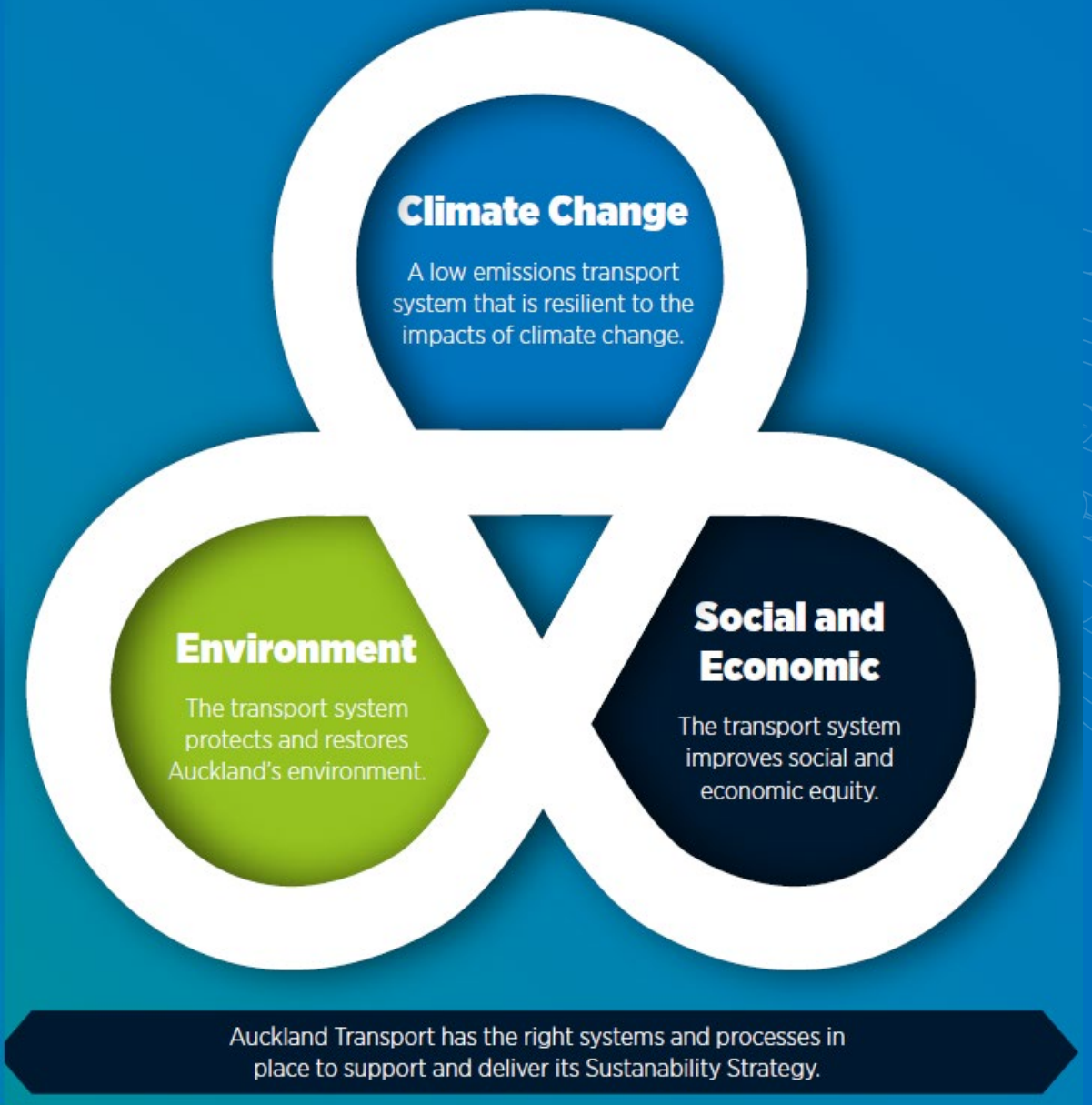
This is the annual report to update the Board on progress towards achievement of the AT Sustainability Strategy targets.

The report also presents the YE24 Environment Scorecard.

Both **SOI targets** (emissions and Māori spend) have **achieved** required figures

Coloured text provides indication of progress risk:

- Target delivery on track
- Target delivery progressing more slowly
- Target delivery not progressing



# Climate Change: GHG emissions

Data: Quarterly

Data: Annually

Tracking this financial year

## Operational Emissions (incl PT)

50% overall emissions reduction by 2031 against 2021/22 baseline

SOI: 15% reduction in operational emissions (excl PT)

Delivered by AT



## Embodied Emissions

50% reduction in embodied emissions by 2031 against 2021/2022 baseline

Delivered by AT



## AT actively influences reductions in private vehicle emissions

Auckland's transport system is contributing to national and regional emissions reduction targets in-line with limiting total global warming to 1.5°C (TERP)

Delivered with AC



AT's gross emissions of 248,657 tCO2e for 2023/24 represent a **12% increase** against the 2021/22 baseline. The increase was expected as bus and ferry services rebounded significantly.

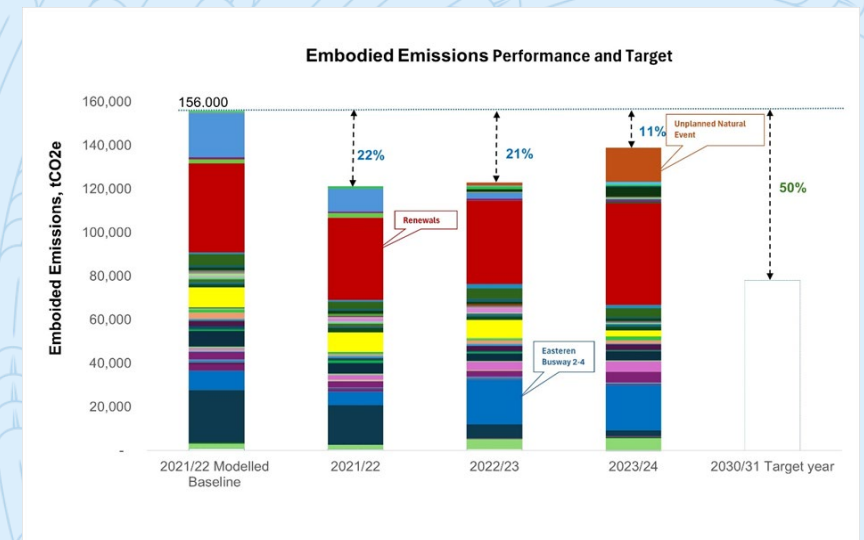
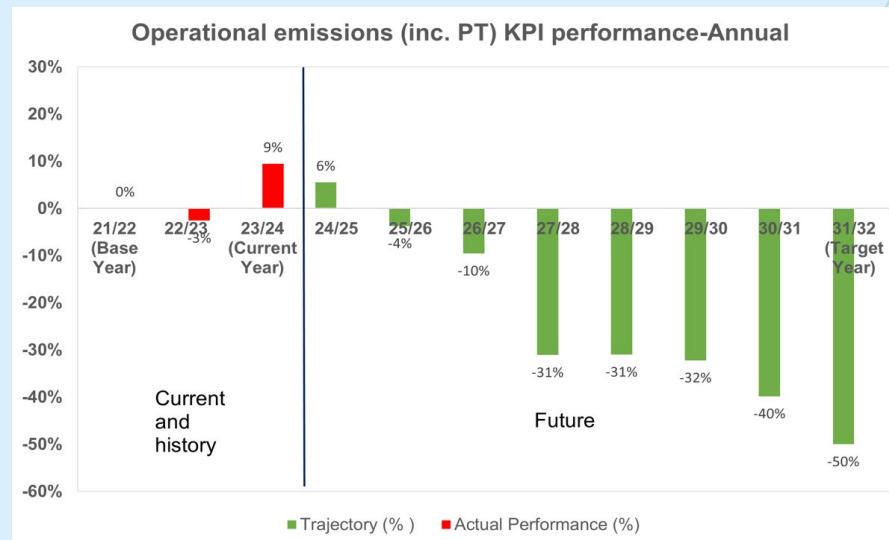
Operational emissions (excluding PT) **decreased 54%** against the 2018/19 SOI baseline.

Embodied emissions (accounting for 56% of the total inventory) **decreased 11%** compared to the 2021/22 baseline. This is due to the volume of infrastructure recovery work related to the January 2023 extreme weather events.






TERP Implementation Plan and Reporting

Stage 1: VKT Reduction Plan endorsed in principle by AT, AC and NZTA governing bodies in Nov/Dec 2023.

Stage 2: Commenced development of a business case for initiatives to support uptake and revenue generation of EVs.



# Climate Change: Adaptation and Transition

	Indicators: Quarterly	Indicators: Annually	Tracking this financial year
<p><b>Adaptation: Existing network</b> ATs existing transport network is increasingly resilient to the physical impacts of climate change</p>	Delivered by AT and AC		Climate Adaptation Action Plan is expected to be completed by Q4 24/25. Plan details timelines and approach to adaptation. Implementation is being initiated with Asset Management for existing network and has been implemented for Recovery work. AT is collaborating with Council on Shoreline Adaptation Plans (SAPS). <b>RISK: Lack of certainty around long term funding limits progress</b>
<p><b>Adaptation: New network</b> ATs planned works are resilient to physical impacts of climate change (policy applies to all works)</p>	Delivered by AT		AT Climate Change Technical Policy applies to all new projects and works – currently <b>on track</b> for large capital works <b>and developing</b> for renewals and maintenance. Reporting metrics to be developed for YE25.
<p><b>Adaptation: Operations</b> ATs operations are resilient to the physical risks of climate change</p>	Delivered by AT and 3 <sup>rd</sup> parties		Working with 3 <sup>rd</sup> party providers to ensure asset and service resilience is in progress. <b>RISK: Progress limited</b> by differing priorities between parties and funding constraints
<p><b>Transition Planning</b> The physical and transition-related impacts of climate change are well understood and effectively managed</p>	Delivered by AT		A Climate Transition Plan is <b>being developed</b> to reposition and transform AT's business model in response to climate-related risks and opportunities. It is expected to be completed by Q4 FY24/25
<p><b>Transition Risks</b> ATs systems and processes ensure that decision making reduces ATs vulnerability to climate related shocks and are in-line with international and domestic policy settings that aim to limit total warming to 1.5°C</p>	Delivered by AT		A range of initiatives contribute to this indicator including the environment, social & economic, and adaptation programmes of work, partnership with Auckland Council, TERP initiatives, and active management of climate risks. This work is <b>in progress</b> .



Adaptation and Transition work is tracked through indicators and plans rather than numerical targets

# Environment: Biodiversity

## Fish Passage

20% (or 7) of rural culverts located on permanent streams have fish passage impediments removed

## Greening our Network

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 (approx. increase of 100,000 trees)

## TNFD\*

AT network identifies opportunities for biodiversity net gain – restoring and enhancing nature.

Data:  
Quarterly

Data:  
Annually

### Tracking this financial year

Delivered by AT



Target is **behind schedule** of delivery of 1 major culvert each year. Design/consenting of the culvert for 23/24 has been completed – construction to progress in 24/25.

Delivered by AC and AT



Green roofs on bus shelters (3 in Ōtāhuhu), Sponge City and Making Space for Water programmes, progressing perviousness **at risk** with focus of current funding environment.

Council tree Planting is slowly increasing over previous years with Council CATR funding. Improved focus by AT projects would support this initiative. While **slow progress**, target is achievable.

Delivered by AT



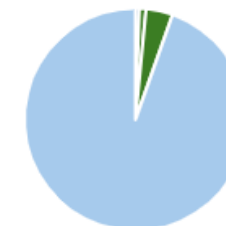
TNFD framework **has been piloted** and development of risks and opportunities **has been completed** in June 2024. Further work to be reported in 24/25.

Culverts upgraded



■ 21/22 ■ 22/23 ■ 23/24 ■ Remaining

New Trees



■ 21/22 ■ 22/23 ■ 23/24 ■ Remaining

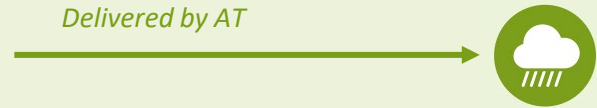


\*TNFD: Taskforce for Nature-related Financial Disclosures, building on the Climate-related Financial Disclosure requirements

# Environment: Water Quality and Waste Minimisation

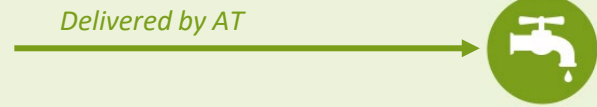
## Managing Our Discharges

Stormwater runoff from 30% (or 28) of Auckland's busiest roads is treated by 2030



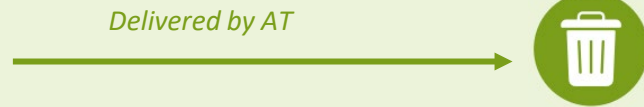
## Water Conservation

All of AT capital/maintenance projects >\$5 million seek to use rainwater tanks as a non-potable water source



## Waste Minimisation

50% reduction in waste volume by 2030 (2021 baseline) or 75% of total waste diverted



## Recycled Materials

The use of recycled materials is actively promoted



Data:  
Quarterly

Data:  
Annually

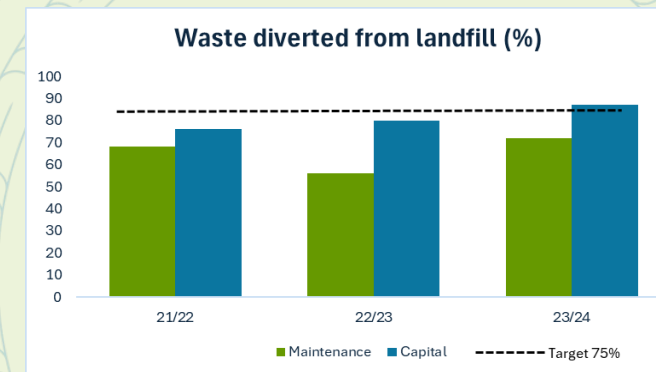
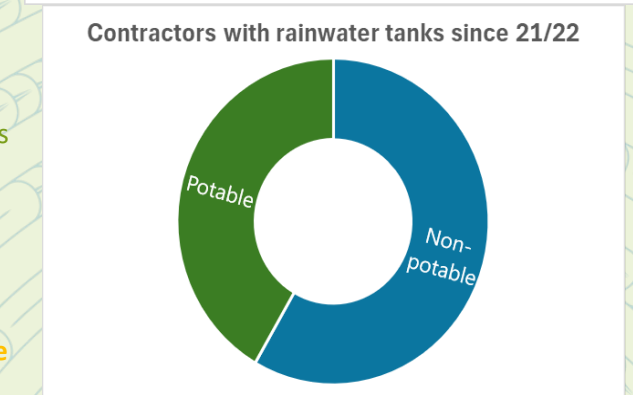
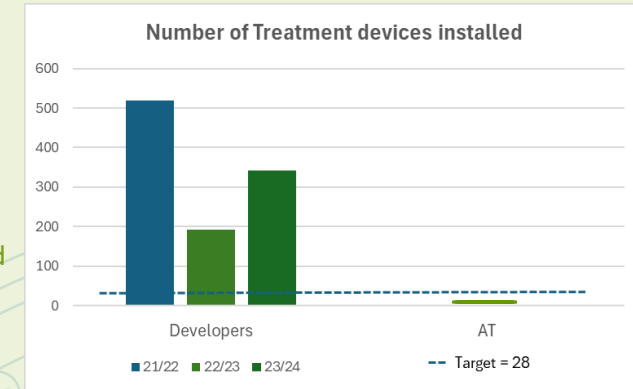
### Tracking this financial year

"Managing our discharges" programme received 3 yrs funding in new RLTP/LTP. 1 road treated this year with reallocated funding by AT (343 by developers). 1 treatment device installed this year. **Target at risk** with current funding constraints.

Most major contractors now use rainwater tanks to provide a non-potable water source. This target is **on track**.

This target is making **slow progress** with limit maintenance contractor reporting. **Maintenance Contracts 72%, Capital Projects 87%**. Further capital projects to be brought into waste requirements through procurement in 24/25.

Use of recycled aggregate increased annually through road maintenance contracts. Uptake **progress slow** via maintenance contracts.



# Social and Economic: Sustainable Procurement

Data:  
Quarterly

Data:  
Annually

Tracking this financial year

## Increased access to contract opportunities

At least 15% of AT's total spend through the supply chain is with Diverse Suppliers and 10% of AT's total spend is with Pakihi Māori

Delivered by AT



**Exceeded** this year's SOI target to achieve 2% spend with Māori business. 2.3% of total spend—\$40.86 million—went to Māori-owned businesses through our supply chain. Spent \$84.34 million with diverse businesses (4.8% of our influenceable spend). **On track** to achieving our long-term 2034 targets for spend with diverse businesses outlined in our AT Sustainability Strategy.

## Quality employment

100% of relevant suppliers are meeting project-specific quality employment targets for people from under-served communities

Delivered by AT



Procurement **currently developing** a contract management system which will enable AT to track progress against this target.

## Human Rights risks

100% of relevant suppliers have completed self-assessment questionnaires, corrective action plans where human rights risks are identified as high

Delivered by AT



Identified high-risk goods in AT supply chains include CCTV cameras and electric vehicles. With our ethical sourcing partner, Sedex, **currently undertaking** due diligence activities and corrective actions with businesses in those high-risk supply chains.

## Responsible and ethical business practices

100% of AT's direct suppliers annually acknowledge that they are committed to meeting the principles of the AT Supplier Code of Conduct

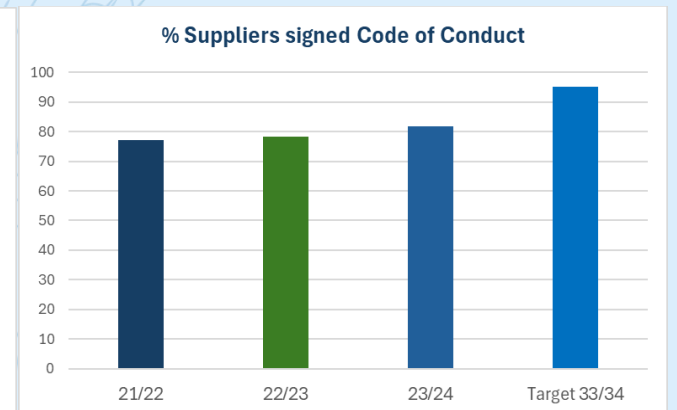
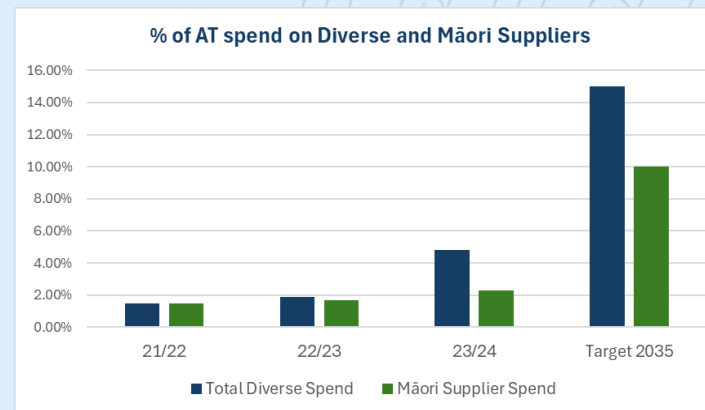
Delivered by AT



**92.5% spend** with suppliers that formally committed to the AT Supplier Code of Conduct – over 96% will be achieved through the procurement process for the bus operations re-contracting. On track to achieve 100% by 2034.



AT is now starting to plan the development of the next iteration of the Sustainable Procurement Action Plan to cover the next 10-year period from 2024 to 2034.



# Social and Economic: Equity Framework

## Improved transport access

Proportion of the population within 500 metres of a Frequent Transit Network bus stop or Rapid Transit Network Station

*Delivered by AT*

Data:  
Quarterly

Data:  
Annually



## Tracking for this financial year

43% of Auckland region residents live within 500 metres of and FTN or RTN stop. This metric has been trending upward with new FTN and RTN routes coming into service (e.g. the WX bus).

## Moving with safety and dignity

Customer satisfaction with accessibility of PT, footpaths, and wayfinding information

*Delivered by AT*



63% of regular and occasional pedestrians were satisfied with the quality of footpaths in the Auckland region (source: Road Satisfaction Survey). Infrastructure and Planning: Customer Insights team working to add metrics about accessibility of PT and wayfinding information.

## Personal safety

Customer perception of personal safety on PT network and on footpaths in key town centre areas

*Delivered by AT*



41% of respondents agreed/strongly agreed that Auckland's public transport is safe (source: 2024 Brand and Reputation Tracker). This metric has been on a downward trend in recent years. Infrastructure and Planning: Customer Insights team developing metrics to measure footpath safety perception for key town centre areas.

## Transport related harm

Rates of death and injuries from road crashes, exposure to air and noise pollution

*Delivered by AT*



31 deaths and 558 serious injuries in FY 2023/24.

The transport equity analysis within the [Future Connect interactive map](#) has identified clusters of exposure to noise pollution, primarily centred around motorways and major arterial roads. Transport Safety and Partnerships working to secure localised measures of air quality to include in analysis.





# Hīkina te Wero: Environment Action Plan 2021-2030

Environment Scorecard  
2023/2024

**Purpose:** We tiaki all those who use transport in Tāmaki Makaurau.

**Ambition:** A resilient and sustainable transport system. Minimising our impact on the natural environment and human wellbeing by protecting our waterways and the air that we breathe, improving social and economic equity and restoring biodiversity as part of how we deliver infrastructure and services.

## 2023/2024 Scorecard

### Five targets:

- Managing our discharges
- Water Conservation
- Waste Minimisation
- Fish Passage and Biodiversity
- Greening our network

### Greening our Network

Increase canopy cover along Auckland road corridors to an average of 12% (Average of 4% required).

- Total number of trees planted along Auckland road corridors (AT/AC) = **4313 (= 0.12% increase)**

### Fish Passage

Fish passage is provided for 20% of the rural culverts located on permanent streams.

- Culvert renewed with improved fish passage = **0**

### Water Conservation

All AT capital/maintenance projects >\$5million will establish non-potable water supplies for activities that do not need drinking-quality water.

- Access to non-potable water supplies are available to our maintenance contracts = **5/7**
- Access to non-potable water supplies are available to major capital projects = **1/14**

### Waste Minimisation

Waste volumes sent to the landfill is reduced by 50% (75% of total waste is diverted from landfill).

- Waste volumes diverted from maintenance contracts = **72%**
- Waste volumes diverted from capital contracts = **87%**

### Managing our Discharges

Runoff from 30% of our busiest roads will be treated by 2030.

- Treatment devices installed on residential roads = **343**
- Treatment devices installed on our busiest roads = **1**

