



Sustainability Strategy: Quarterly Report





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

Most targets will be updated in the annual report near the end of Q1 2024/25 when new data is available.

Both **SOI targets** (emissions and Māori spend) have 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

Delivered by AT

Delivered by AT

Delivered with AC

Operational Emissions (incl PT)

50% overall emissions reduction by 2031 against 2021/22 baseline SOI: 15% reduction in operational emissions

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

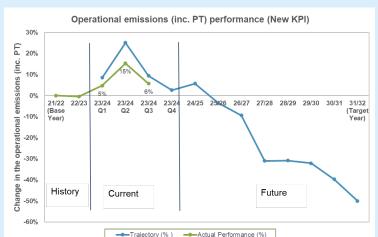
Embodied Emissions

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

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)

Operational GHG Emissions (incl PT related emissions)





Data: Annually

Tracking this financial year

PT emissions performance is **on track** to achieve the 23/24 target with a Q1-Q3 10% reduction result

Progress currently **exceeds SOI target** of 15% reduction of operational emissions Operational emissions performance is **on track** to exceed the 23/24 target with a Q3 43% reduction result (Q1-Q3 cumulative emissions are 56% below baseline)

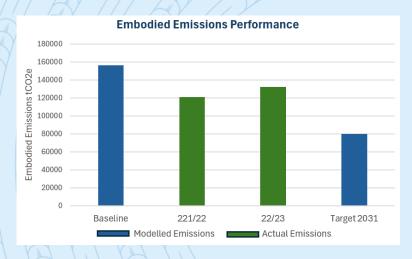
Embodied emissions to be collated from July 24 for Q1 24/25 reporting Carbon budget tool **currently in development** for more frequent tracking

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

Embodied Emissions





Climate Change: Adaptation and Transition

Quarterly **Annually Adaptation: Existing network** Delivered by AT and AC Climate Adaptation Action Plan in development and due in Q1 24/25. ATs existing transport network is increasingly resilient Plan details timelines and approach to adaptation. Collaboration with Council to the physical impacts of climate change progressing on Shoreline Adaptation Plans (SAPS). **RISK: Progress is slow** due to resourcing constraints **Adaptation: New network** Delivered by AT AT Climate Change Technical Policy applies to all new projects and works -ATs planned works are resilient to physical impacts of currently on track for large capital works and developing for renewals and climate change (policy applies to all works) maintenance Delivered by AT and 3rd parties Work with 3rd party providers in progress to ensure asset and service resilience is **Adaptation: Operations** considered. ATs operations are resilient to the physical risks of RISK: Progress limited by differing priorities between parties and funding climate change constraints A Climate Transition Plan is being developed to reposition and transform AT's Delivered by AT **Transition Planning** business model in response to climate-related risks and opportunities. It is The physical and transition-related impacts of climate expected to be completed by Q4 FY24/25 change are well understood and effectively managed A range of initiatives contribute to this indicator including the environment, social **Transition Risks** Delivered by AT & economic, and adaptation programmes of work, partnership with Auckland ATs systems and processes ensure that decision Council, TERP initiatives, and active management of climate risks. This work is in

Indicators:

Indicators:

Tracking this financial year

progress.



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

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



Delivered by AT

Data:

Quarterly

Data:

Annually

Tracking this financial year

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)



Green roofs on bus shelters, Sponge City and Making Space for Water programmes, progressing perviousness at risk with current funding environment, measurement in development.

Target is **behind schedule** of delivery of 1 major culvert

each year. Design/consenting of the culvert for 23/24 in

progress – construction due in next year.

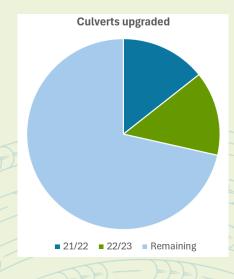
Tree Planting is expected to increase via CATR funding now used by Council for prioritising planting since the development of ecological corridors maps with AC Parks team. While **behind on progress**, target is achievable.

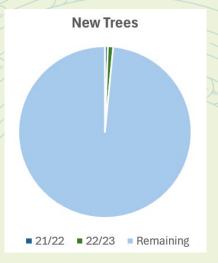
TNFD*

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



TNFD framework is currently being piloted and development of risks and opportunities will be completed June 2024 for reporting in Q1 24/25.







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



Delivered by AT

Delivered by AT

Data:

Quarterly

Business case for "Managing our discharges" programme submitted for funding in new

RLTP/LTP. 1 road to be treated this year with reallocated funding. **Target at risk** with current

funding constraints

Tracking this financial year



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



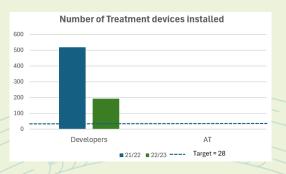
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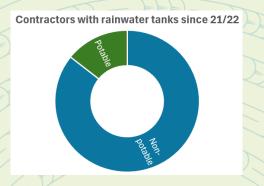
Annually

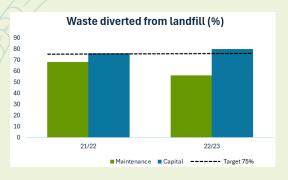
More capital projects to be brought into waste minimization requirements through procurement and tracked. This target is making slow progress with limit maintenance contractor reporting.



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









Social and Economic: Sustainable Procurement

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

Data: Quarterly

Data: **Annually** Tracking this financial year

spend is with Pakihi Māori

Delivered by AT

On track this year to achieve 2% spend with Māori (SOI target). Q3 currently tracking at 2.24%. Future target of 10% spend due by 2035

Quality employment

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



Target in development phase with ongoing work developing and reinforcing supplier partnerships

Human Rights risks

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



Modern Slavery legislation received cross-party support before election last year. Legislation anticipated this year, in development.

Responsible and ethical business practices

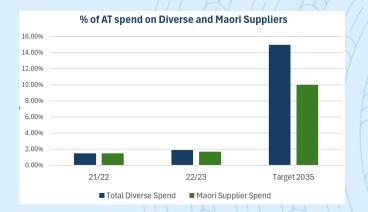
100% of AT's direct suppliers annually acknowledge that they are committed to meeting the principles of the AT Supplier Code of Conduct



Current year is on track to achieve 95% with new suppliers signed through procurement (Q3 reached 88%). 100% target expected by late 2025.



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

Data: Data: Tracking for this financial year Quarterly **Annually Improved transport access** Delivered by AT In development phase Proportion of the population within 800 metres of a Frequent Transit Network bus stop or Rapid Transit **Network Station** Delivered by AT Moving with safety and dignity In development phase Customer satisfaction with accessibility of PT, footpaths, and wayfinding information Delivered by AT **Personal safety** In development phase Customer perception of personal safety on PT network and on footpaths in key town centre areas Delivered by AT **Transport related harm** In development phase Rates of death and injuries from road crashes, exposure to air and noise pollution