



SOUTH WAIRARAPA DISTRICT COUNCIL MEETING

Agenda 17 November 2021

NOTICE OF MEETING

Due to COVID-19 restrictions this meeting will be held via video conference starting at 10am. All members participating via video conference will count for the purpose of the meeting quorum in accordance with clause 25B of Schedule 7 to the Local Government Act 2002. This meeting will be live-streamed and will be available to view on our [YouTube channel](#).

SWDC Affirmation

We pledge that we will faithfully and impartially use our skill, wisdom and judgement throughout discussions and deliberations ahead of us today in order to make responsible and appropriate decisions for the benefit of the South Wairarapa district at large.

We commit individually and as a Council to the principles of integrity and respect, and to upholding the vision and values we have adopted in our Long Term Plan strategic document in order to energise, unify and enrich our district.

Open Section

- A1.** Apologies
- A2.** Conflicts of interest
- A3.** Acknowledgements and tributes
- A4.** Public participation
As per standing order 14.17 no debate or decisions will be made at the meeting on issues raised during the forum unless related to items already on the agenda.
- A5.** Actions from public participation
- A6.** Extraordinary Business
C1 – Options for Reducing Budget and Rates for 2021/22
- A7.** Community Board/Māori Standing Committee Report from Meetings
- A8.** Confirmation of Minutes
Proposed Resolution: *That the minutes of the Council meeting held on 15 September 2021 are a true and correct record.*

Proposed Resolution: *That the minutes of the Council meeting held on 27 October 2021 are a true and correct record.*

Pages 13-17

B. Recommendations from Committees and Community Boards

B1. Minutes of Council Committees and Community Boards

Pages 18-55

C. Decision Reports from Chief Executive and Staff

C1. Options for Reducing Budget and Rates for 2021/22
(extraordinary business)

C2. Council Extraordinary Vacancy

Pages 56-60

C3. Central Greytown Property: Project Plan

Pages 61-69

C4. Revoking Council Resolution Permitting Subdivision of Council
Owned Land in Greytown

Pages 70-73

C5. Adoption of 2022 Schedule of Ordinary Meetings

Pages 74-89

C6. Climate Change

Pages 90-278

C7. Pedestrian Improvements to Bidwills Cutting Road

Pages 279-282

C8. MSC Appointment Report

Pages 283-286

D. Information Reports

D1. Action Items Report

Pages 287-296

E. Chairperson's Report

E1. Report from His Worship the Mayor

F. Appointments Reports

Proposed Resolution: *That reports from appointments are received.*

F1. Joint Committees/Working Groups

Pages 297-302

Wairarapa District Plan Joint Cttee (Cr Plimmer, Cr Jephson, Cr Fox (alt))

Wairarapa Library Service (Cr Colenso, Cr Hay)

Wairarapa Policies Working Group (Cr Emms, Cr Plimmer)

Wairarapa Trails Action Group (Cr Hay)

Wgtn Region Waste Management & Minimisation Plan JCttee (Cr Colenso)

Wgtn Region Waste Forum (Cr Colenso)

F2. GWRC Committees/Groups

Wgtn Region Climate Change Working Group (Cr Jephson, Cr West (alt))

Awhea Opouawe Scheme Committee (Cr Jephson)

Lower Valley Development Scheme Advisory Committee (Cr Emms)

Ruamahanga Whaitua Catchment Cttee (Cr Fox)

Waiohine Floodplain Management Plan Steering Group (Cr Fox, Mr Wright)

F3. Appointments

Destination Wairarapa (Mr Hogg)
Wairarapa Road Safety Council (Cr Plimmer)
Cobblestones Trust Board (Ms Cooper)
Wairarapa Safer Community Trust (Cr West)
Hood Aerodrome Strategic Advisory Group (Cr West)

G. Public Excluded Business

- G1.** New Lease of Martinborough Golf Course *(attached separately)*
G2. Committee minutes – publicly excluded *(attached separately)*
G3. Lake Ferry Holiday Park: Key Report Items and Recommendations from the Assets and Services Committee *(attached separately)*

| Report/General Subject Matter | Reason for passing this resolution in relation to the matter | Ground(s) under Section 48(1) for the passing of this Resolution |
|---|--|--|
| New Lease of Martinborough Golf Course | Good reason to withhold exists under section 7(2)(h) and section 7(2)(i) | Section 48(1)(a) |
| Committee minutes – publicly excluded | Good reason to withhold exists under section 7(2)(a), section 7(2)(g), section 7(2)(h) and section 7(2)(i) | Section 48(1)(a) |
| Lake Ferry Holiday Park Update and Options Review | Good reason to withhold exists under section 7(2)(a), section 7(2)(g), section 7(2)(h) and section 7(2)(i) | Section 48(1)(a) |

This resolution is made in reliance on Section 48(1) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by section 6 or section 7 of that Act which would be prejudiced by the holding of the whole or relevant part of the proceedings of the meeting in public are as follows:

| Reason for passing this resolution in relation to the matter | Ground(s) under Section 48(1) for the passing of this Resolution |
|--|--|
| The withholding of the information is necessary to protect the privacy of natural persons, including that of deceased natural persons. | Section 7(2)(a) |
| The withholding of the information is necessary to maintain legal professional privilege. | Section 7(2)(g) |
| The withholding of the information is necessary to enable any local authority holding the information to carry out, without prejudice or disadvantage, commercial activities. | Section 7(2)(h) |
| The withholding of the information is necessary to enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations). | Section 7(2)(i) |



SOUTH WAIRARAPA DISTRICT COUNCIL
Minutes from 15 September 2021

| | |
|-----------------------------|--|
| Present: | Mayor Alex Beijen, Deputy Mayor Garrick Emms, Councillors Pam Colenso (until 2:30pm), Rebecca Fox (from 10:01am), Leigh Hay, Brian Jephson, Pip Maynard, Alistair Plimmer, Ross Vickery and Brenda West. |
| In Attendance: | Harry Wilson (Chief Executive), Russell O’Leary (Group Manager Planning and Environment), Karen Yates (Policy and Governance Manager), Katrina Neems (Chief Financial Officer), Paul Gardiner (Human Resources Manager), Bryce Neems (Amenities and Waste Manager), Rick Mead (Manager Environmental Services), Annette Beattie (Wairarapa Library Service Manager), Catherine Clouston (Communications Advisor) and Suzanne Clark (Committee Advisor). Iain McIntosh (Calibre), Kim Kelly (Greater Wellington Regional Council), Mel Maynard (Martinborough Community Board Chair), and Ann Rainford (Greytown Community Board Chair). |
| Conduct of Business: | Due to COVID-19 restrictions this meeting was held via video conference and live streamed to Council’s YouTube channel. All members participating via video conference count for the purpose of the meeting quorum in accordance with clause 25B of Schedule 7 to the Local Government Act 2002. The meeting was held in public under the above provisions from 10:00am to 4:00pm except where expressly noted. |
| Public Forum: | Mike Gray, Warren Woodgyer, Derek Wilson, Gail Rapson, John Norton, Lee Carter, Aidan Ellims, and Jim Hedley. |

Open Section

Cr Emms read the Council affirmation.

A1. Apologies

COUNCIL RESOLVED (DC2021/64) to accept lateness apologies from Cr Fox and attendance apologies from Cr Vickery.

(Moved Cr Emms/Seconded Cr Plimmer)

Carried

A2. Conflicts of Interest

Cr Plimmer declared a conflict of interest with matters relating to the creation, amendment or adoption of bylaws due to his employment as an adjudicator and

would remove himself from being considered as an alternative chair for the proposed Alcohol Control Bylaw hearing.

Cr West declared a conflict of interest with the proposed Alcohol Control Bylaw hearing due to her employment and work at Toast Martinborough.

Cr Plimmer declared a conflict of interest with the Cessation of Overdue Fees for Adults Report as his wife regularly received and subsequently paid overdue fines.

A3. Acknowledgements and Tributes

Mayor Beijen acknowledged the passing of Alex McLeod.

A4. Public Participation

COUNCIL RESOLVED (DC2021/65) to extend the public forum time limit as outlined in SO14.14 from thirty minutes to forty minutes.

(Moved Cr Plimmer/Seconded Cr Jephson)

Carried

Mr Gray supported footpath improvements as outlined in the officer's report but noted safety concerns for vehicles turning into Bidwills Cutting Road from the South, as well as pedestrian safety when crossing State Highway 2 near the junction. Mr Gray proposed a roundabout solution.

Mr Woodgyer posed questions to Council from a recently submitted Local Government Official Information and Meetings Act request to which he was still awaiting a response from Council officers.

Mr Wilson believed that Greytown needed better accommodation and entertainment facilities and that the Council decision to defer consultation on 85–87 West Street, Greytown was misplaced. Mr Wilson believed Council had underestimated the positive wellbeing benefits and the level of community support for allowing the land to be developed with additional facilities for the town. Mr Wilson requested that community consultation be undertaken sooner than the 2024–34 Long Term Plan.

Ms Rapson believed that 85–87 West Street, Greytown was a significant parcel of commercial land and that it was not appropriate for the Menz Shed to be located at this site under a peppercorn rental arrangement. Ms Rapson supported the sale of the land to enhance the economic potential for the benefit of the community.

Mr Norton requested that consultation on the future of 85–87 West Street be undertaken now and believed the decision made by Council to delay consultation was a significant decision. Mr Norton believed sale of the land was not inconsistent with community outcomes. Mr Norton requested input into the consultation material and asked that the Greytown Community Board be allowed to manage the process.

Mrs Carter requested elected members call for an extraordinary meeting to reset budgets and restrike rates for the 20/21 year. Mrs Carter reminded elected members that their responsibility was to the public that elected them.

Mr Ellims read correspondence from a Hinekura farming family regarding the disrepair and lack of maintenance of Hinekura Road. In the near future the road would need to be able to sustain use by heavy logging trucks.

Mr Hedley believed members of the Water Race Subcommittee were questioning the purpose of the Subcommittee. Mr Hedley stated that he had not received a copy of the Code of Conduct.

A5. Actions from public participation

Members requested an officer's report so consideration could be given to an earlier timeframe for community consultation on options for 85–87 West Street, Greytown.

Members noted the Waka Kotahi speed review and a desire to see consideration given to the suggestion of a roundabout at the Bidwills Cutting and State Highway 2. Mayor Beijen undertook to raise this at the Regional Transport Committee.

Members requested officer reporting on roading asset management planning, particularly around heavy vehicle use (e.g. logging trucks) on smaller rural roads.

Mr Wilson undertook to respond to Mr Woodgyer's questions via the LGOIMA process and would circulate that response to elected members.

Members noted that any rating decision needed to be supported by a full set of options and that a report would be considered at a future Council meeting.

COUNCIL NOTED:

1. Action 419: Prepare a report on implications of bringing forward a work plan to enable the community to be consulted on the future of 85–87 West Street, Greytown at an earlier timeframe; K Yates
2. Action 420: Provide reporting on roading asset management planning, particularly around heavy vehicle use (e.g. logging trucks) on smaller rural roads; S Corbett
3. Action 421: Circulate the LGOIMA response to Mr Woodgyer's questions to elected members; H Wilson

The meeting adjourned at 11:10am.

The meeting reconvened at 11:20am.

A6. Extraordinary Business

Reports from Cr Plimmer, Cr Emms and Mr Hogg (Council's appointment to Destination Wairarapa) were distributed after the agenda had been released and would be considered under 'F. Appointments Reports'.

The Three Water Reform Questions Report, was to be considered as agenda item D3.

COUNCIL RESOLVED (DC2021/66) to consider the 'Cessation of Overdue Fees for Adults Report' at this Council meeting as it can't be delayed as the proposed implementation date of the 12 October 2021 was prior to the next Council meeting and implementation was conditional on both Carterton and South Wairarapa District Council's agreement. Preparation of a full report for this meeting was overlooked, however a recommendation had been made by the Wairarapa Library Service Joint Committee.

(Moved Cr Fox/Seconded Cr Colenso)

Carried

Cessation of Overdue Fees for Adults Report

Cr Colenso and Ms Beattie outlined the reasoning behind the recommendation from the Wairarapa Library Service to remove adult overdue fees earlier than planned noting that overdue fee income was a minor revenue source.

Carterton and South Wairarapa District Councils must both agree library policy decisions.

Cr West left the meeting at 11:38am.

Cr West returned to the meeting at 11:39am.

COUNCIL RESOLVED (DC2021/67):

1. To receive the Cessation of Overdue Fees for Adults Report.

(Moved Cr Plimmer/Seconded Cr Jephson)

Carried

Cr West abstained.

Cr Maynard abstained.

2. To endorse the recommendation from the Wairarapa Library Service Joint Committee to cease overdue fees on collection items from 12 October 2021.
3. To note that Carterton District Council ratified the Wairarapa Library Service Joint Committee recommendation at its September 2021 meeting.

(Moved Cr Colenso/Seconded Cr Hay)

Carried

Cr West abstained.

Cr Maynard abstained.

Mr Wilson advised as extraordinary business that due to a potential flood risk at the Te Awaiti Camping area, advice was being sought on banning overnight camping.

Officers undertook to append to the minutes a comparison of rates charges for the three Wairarapa councils across the last 10-years.

A7. Community Board/Māori Standing Committee Report from Meetings

Mrs Rainford spoke in support of the Greytown Community Board recommendation to Council to hold a public meeting to clarify the reasons for the rates increase and what Council intended to do to rectify the situation.

Ms Maynard spoke in support of the Martinborough Community Board recommendation to Council to hold a public meeting and confirmed that the need to hold a meeting remained.

A8. Minutes for Confirmation

COUNCIL RESOLVED (DC2021/68) that the minutes of the Council meeting held on 30 June 2021 are a true and correct record.

(Moved Cr Fox/Seconded Cr Jephson)

Carried

B Recommendations from Committees and Community Boards

B1. Minutes of Council Committees and Community Boards

COUNCIL RESOLVED (DC2021/69):

1. To receive the information.

(Moved Cr Plimmer/Seconded Cr Colenso)

Carried

2. To receive the minutes of the Māori Standing Committee meeting 3 August 2021.
3. To receive the minutes of the Greytown Community Board meeting 4 August 2021.
4. To receive the minutes of the Featherston Community Board meeting 10 August 2021.
5. To receive the minutes of the Finance, Audit and Risk Committee meeting 11 August 2021.
6. To receive the minutes of the Martinborough Community Board meeting 16 August 2021.
7. To receive the minutes of the Wairarapa Library Service Committee meeting 18 August 2021.
8. To receive the minutes of the Greytown Community Board meeting 18 August 2021.
9. To receive the minutes of the CEO Review Committee meeting 25 August 2021.
10. To receive the minutes of the Assets and Services Committee meeting 1 September 2021.
11. To receive the minutes of the Planning and Regulatory Committee meeting 1 September 2021.

(Moved Cr Colenso/Seconded Cr Jephson)

Carried

B2. Community Board Recommendations

Members acknowledged that public meetings would be held, however COVID alert level restrictions were problematic.

COUNCIL RESOLVED (DC2021/70):

1. To receive the Recommendations from Community Board Report.

(Moved Cr Fox/Seconded Cr Hay)

Carried

2. To refer the Martinborough and Greytown Community Board recommendations to officers for reporting on how the matters will be addressed.

(Moved Cr Plimmer/Seconded Cr Fox)

Carried

The meeting adjourned at 12:24pm.

The meeting reconvened at 1:00pm.

B5. Recommendations from Assets and Services Committee

Mr Wilson with support from Mrs Neems answered members' questions relating to the Infrastructure Reserve Fund capacity, and the variation of the developer's consent conditions and level of development contributions.

Members agreed that the need for community engagement should be balanced against the need for the footpath to be constructed without undue delay.

COUNCIL RESOLVED (DC2021/71):

1. To receive the Recommendations from Assets and Services Committee.

(Moved Cr Jephson/Seconded Cr Emms)

Carried

2. That the scheme design shown on Plan C01 Bidwills Cutting Road Improvements Pedestrian Access and Safety Improvements to Five Rivers Hospital be approved and developed through engagement with the community prior to being presented to Council for final approval.

3. That a budget of \$226,000.00 of works as identified on Plan C01 be approved and funded from the Infrastructure Reserve Fund.

(Moved Cr Colenso/Seconded Cr Jephson)

Carried

B3. Recommendations from Planning and Regulatory Committee

Members discussed available funds for a dog pound replacement and dog registration fees.

COUNCIL RESOLVED (DC2021/72):

1. To receive the Recommendations from Planning and Regulatory Committee.

(Moved Cr Maynard/Seconded Cr Hay)

Carried

2. That pursuant to Section 10A of the Dog Control Act 1996, the attached report (Appendix 1) on Dog Control Policy and Practices for 2020/2021 be adopted.

(Moved Cr Plimmer/Seconded Cr Colenso)

Carried

3. That officers be authorised to publicly notify the report.

(Moved Cr Plimmer/Seconded Cr Colenso)

Carried

4. To appoint Cr Fox as Chair for the Alcohol Control Bylaw 2021 hearings and review process scheduled for the 22 September 2021.

(Moved Cr Colenso/Seconded Cr Hay)

Carried

Cr Plimmer abstained.

B4. Recommendations from Finance, Audit and Risk Committee

Members discussed the increase in the communications allowance noting that a portion of the allowance would be unbudgeted, and that some savings would be made within the mileage budget due to an increase in meetings being held via video conference.

COUNCIL RESOLVED (DC2021/72):

1. To receive the Recommendations from the Finance, Audit and Risk Committee Report.
(Moved Cr West/Seconded Cr Hay) Carried
2. To adopt the Remuneration Authorities proposed remuneration from 1 July 2021.
(Moved Cr Jephson/Seconded Cr Plimmer) Carried
Cr West voted against the motion.
3. To note that the Remuneration Authority increase in remuneration could not be declined.
(Moved Cr Jephson/Seconded Cr Plimmer) Carried
4. To agree that hearing fees will remain unchanged at \$78 per hour for Chairs and \$50 per hour for other members.
(Moved Cr Plimmer/Seconded Cr Fox) Carried
5. To not adopt the Remuneration Authorities option of elected members claiming a travel allowance of \$37.50 per hour after the first hour of travel on Council business for the 2021/22 financial year.
(Moved Cr Maynard/Seconded Cr West) Carried
6. To adopt the Remuneration Authorities proposed communication allowance of \$2,150.00 per year per councillor for the 2021/22 financial year (increased from \$1,190.00 the previous financial year).
(Moved Cr Jephson/Seconded Cr Plimmer) Carried
Cr West voted against the motion.
Cr Fox voted against the motion.
Cr Hay voted against the motion.

C Decision Reports from Chief Executive and Staff

C1. Recommendation from MSC

Members discussed full voting right Māori representation on Council and Council committees.

COUNCIL RESOLVED (DC2021/73):

1. To receive the Recommendations from Māori Standing Committee Report.
(Moved Cr Maynard/Seconded Cr Fox) Carried
2. To adopt the Māori Standing Committee Terms of Reference.
(Moved Cr Jephson/Seconded Cr Fox) Carried

3. Action x: Prepare a report on options and implications for Māori representation at Council and Council Committees to discuss with the Māori Standing Committee in the first instance; K Yates

C2. Proposed amendments to the Wellington Regional Leadership Committee Joint Committee Agreement and Terms of Reference

Ms Kelly outlined the amendments to the Agreement and Terms of Reference.

COUNCIL RESOLVED (DC2021/74):

1. To receive the Proposed Amendments to the Wellington Regional Leadership Committee Agreement and Terms of Reference Report.
(Moved Cr Emms/Seconded Cr Colenso) Carried
2. To note that on 10 February 2021 Council approved the Wellington Regional Leadership Committee Joint Committee Agreement and the Council's entry into it and appointed and established the Wellington Regional Leadership Committee (WRLC) as a joint committee under clause 30(1)(b) of Schedule 7 of the Local Government Act 2002 on the terms set out in the Joint Committee Agreement.
(Moved Cr Plimmer/Seconded Cr Jephson) Carried
3. To note that since the Agreement was approved by each of the ten council partners to the WRLC there have been some changes in circumstance and direction that require a change to this Agreement.
(Moved Cr Plimmer/Seconded Cr Jephson) Carried
4. To note that at its meeting of 1 July 2021, the WRLC agreed to a series of changes to the Agreement.
(Moved Cr Plimmer/Seconded Cr Jephson) Carried
5. To note that under the Local Government Act 2002, each council that is party to the Agreement must approve the updated Agreement.
(Moved Cr Plimmer/Seconded Cr Jephson) Carried
6. To approve the Wellington Regional Leadership Committee Joint Committee Agreement dated July 2021.
(Moved Cr Plimmer/Seconded Cr Jephson) Carried

C3. Wairarapa Economic Development Arrangements

Mr Wilson outlined the background to the Destination Wairarapa change proposal.

COUNCIL RESOLVED (DC2021/75):

1. To receive the Wairarapa Economic Development Arrangements Report.
(Moved Cr Hay/Seconded Cr Maynard) Carried
2. To support Destination Wairarapa remaining as a separate entity but WellingtonNZ to establish a presence in the Wairarapa and provide back-office support.
(Moved Cr Emms/Seconded Cr Colenso) Carried

D Information Reports

D1. Waihinga Project - Lessons

Mr McIntosh with support from Mr Wilson outlined the findings of the Waihinga Project Lessons Learned Project, noting that it was a successful project, the design was well defined and accepted, approval gates at every stage had been setup, there was competent project management, scope was defined with minimal project creep, and there was a high level of community involvement in the project. Mr McIntosh identified learning opportunities for early risk assessment, better record keeping, and designated Council officers to manage projects.

A project management framework had been developed that could be used for other Council projects.

COUNCIL RESOLVED (DC2021/76):

1. To receive the Waihinga Project Lessons Report.
(Moved Cr Fox/Seconded Cr Colenso) Carried
2. To note the lessons identified.
(Moved Cr Fox/Seconded Cr Colenso) Carried

D2. Action Items Report

Members discussed the Tauherenikau River Cycle Bridge Project and the need to provide media messaging.

COUNCIL RESOLVED (DC2021/77):

1. To receive the Action Items Report.
(Moved Cr Fox/Seconded Cr Plimmer) Carried
2. Action 422: Prepare a media release on the Tauherenikau Bridge Cycle Project, with a focus on what is within the project scope; S Priest

The meeting adjourned at 2:53pm.

The meeting reconvened at 3:05pm.

D3. Three Waters Reform Report

Members discussed the proposed Māori governance representation and identified issues, the need to use clear terminology, perceived gaps in the questions as they had been prepared, missing detail on economic regulation, and potential inaccuracies on the dashboard.

The consensus was that the questions needed to be redrafted and members would provide reframed questions to Mr Wilson for inclusion in the document. Members noted that answers to these questions were required before public meetings were held.

COUNCIL RESOLVED (DC2021/78) to receive the Three Waters Reform Report.

(Moved Cr Plimmer/Seconded Cr Fox) Carried

E Chairperson's Report

E1. Report from His Worship the Mayor

The Mayor discussed community mental health, access to foodbanks, and the governance structure of the Mayor's Taskforce for Jobs with members.

COUNCIL RESOLVED (DC2021/79) to receive the Report from His Worship the Mayor.

(Moved Cr Fox/Seconded Cr Emms)

Carried

F Appointments Reports

COUNCIL RESOLVED (DC2021/80) to receive reports from appointments.

(Moved Cr Plimmer/Seconded Cr Jephson)

Carried

G Public Excluded Business

The general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

| Report/General Subject Matter | Reason for passing this resolution in relation to the matter | Ground(s) under Section 48(1) for the passing of this Resolution |
|--|--|--|
| Recommendation from CEO Review Committee | Good reason to withhold exists under section 7(2)(a) | Section 48(1)(a) |
| Confirmation of Public Excluded minutes 28 July 2021 | Good reason to withhold exists under section 7(2)(a) | Section 48(1)(a) |

This resolution (DC2021/81) is made in reliance on Section 48(1)(a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by section 6 or section 7 of that Act which would be prejudiced by the holding of the whole or relevant part of the proceedings of the meeting in public are as follows:

| Reason for passing this resolution in relation to the matter | Ground(s) under Section 48(1) for the passing of this Resolution |
|---|--|
| The withholding of the information is necessary to protect the privacy of natural persons, including that of deceased natural persons | Section 7(2)(a) |

(Moved Cr Hay/Seconded Cr Plimmer)

Carried

Secretary Note: The following action was made under public excluded provisions, but has been transferred to the public minutes at the request of Council, noting that there is no reason to withhold this action under LGOIMA.

COUNCIL NOTED:

1. Action 423: Finalise the process for complaints against the Chief Executive, for discussion at the next Council meeting; K Neems

Attachment 1: Rates charge comparison of Wairarapa councils

Confirmed as a true and correct record

.....(Mayor)

.....(Date)

| | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 10 Years |
|--------------------------------|--------------|--------------|--------------|--------------|---------------|--------------|---------------|--------------|--------------|---------------|----------|
| SWDC | | | | | | | | | | | |
| Planned Rates Revenue \$,000 | 11,057 | 11,492 | 11,903 | 12,258 | 12,657 | 13,153 | 13,993 | 14,760 | 15,371 | 19,921 | |
| % increase | 4.3% | 3.9% | 3.6% | 3.0% | 3.3% | 3.9% | 6.4% | 5.5% | 4.1% | 29.6% | 6.8% |
| YoY population growth | 1.11% | 2.5% | 1.4% | 1.7% | 2.4% | 3.4% | 1.6% | 1.3% | 0.6% | 0.9% | 17% |
| YoY growth adjusted % increase | 3.17% | 1.44% | 2.15% | 1.28% | 0.81% | 0.49% | 4.66% | 4.12% | 3.47% | 28.42% | 5.0% |
| CDC | | | | | | | | | | | |
| Planned Rates Revenue \$,000 | 8,454 | 9,024 | 9,646 | 10,337 | 10,596 | 11,287 | 12,782 | 13,581 | 14,070 | 15,070 | |
| % increase | 8.3% | 6.7% | 6.9% | 7.2% | 2.5% | 6.5% | 13.2% | 6.3% | 3.6% | 7.1% | 6.8% |
| YoY population growth | 2% | 3.2% | 1.5% | 1.6% | 1.8% | 3.3% | 2.6% | 2.0% | 1.0% | 1.4% | 20% |
| YoY growth adjusted % increase | 6.62% | 3.43% | 5.32% | 5.49% | 0.71% | 3.14% | 10.32% | 4.12% | 2.57% | 5.60% | 4.7% |
| MDC | | | | | | | | | | | |
| Planned Rates Revenue \$,000 | 23,879 | 24,579 | 25,354 | 26,077 | 26,882 | 27,758 | 29,459 | 31,302 | 32,307 | 34,692 | |
| % increase | 5.8% | 2.9% | 3.2% | 2.9% | 3.1% | 3.3% | 6.1% | 6.3% | 3.2% | 7.4% | 4.4% |
| YoY population growth | 0.8% | 0.7% | 1.1% | 1.1% | 3.3% | 2.8% | 1.8% | 1.4% | 0.7% | 1.0% | 15% |
| YoY growth adjusted % increase | 4.97% | 2.17% | 2.02% | 1.69% | -0.21% | 0.44% | 4.27% | 4.84% | 2.53% | 6.37% | 2.9% |

* Population figures based on ID Consultants historic forecasts - actuals not available

** if South Wairarapa 10 year growth rate was the same as CDC - 20% - the average 10 year rates increase would be identical ie. 4.7%

SOUTH WAIRARAPA DISTRICT COUNCIL
Minutes from 27 October 2021

| | |
|-----------------------------|--|
| Present: | Mayor Alex Beijen, Deputy Mayor Garrick Emms, Councillors Pam Colenso, Rebecca Fox (from 1:12pm), Leigh Hay, Brian Jephson, Pip Maynard, Alistair Plimmer, and Brenda West. |
| In Attendance: | Harry Wilson (Chief Executive), Katrina Neems (Chief Financial Officer), Russell O’Leary (Group Manager Planning and Environment), Karen Yates (General Manager Policy and Governance), Stefan Corbett (Group Manager Partnership and Operations), Bryce Neems (Amenities and Waste Manager), Charlie Clarke (Finance Manager) and Suzanne Clark (Committee Advisor). |
| Conduct of Business: | <p>Due to COVID-19 restrictions this meeting was held via video conference and live streamed to Council’s YouTube channel. All members participating via video conference count for the purpose of the meeting quorum in accordance with clause 25B of Schedule 7 to the Local Government Act 2002.</p> <p>The meeting was held in public under the above provisions from 1:00pm to 3:47pm except where expressly noted.</p> |
| Public Forum: | Jim Hedley, Mel Maynard, Aidan Ellims, and Daphne Geisler. |

Open Section

Cr Colenso read the Council affirmation.

A1. Apologies

COUNCIL RESOLVED (DC2021/84) to receive lateness apologies from Cr Rebecca Fox.

(Moved Cr Plimmer/Seconded Cr Emms)

Carried

A2. Conflicts of Interest

There were no conflicts of interest declared.

A3. Acknowledgements and Tributes

Cr Maynard acknowledged the passing of Diana Cresswell who provided invaluable services to Wharekaka Rest Home as well as the Martinborough urban and rural communities.

Cr Maynard acknowledged the passing of Glen Morrison and his contribution to the roading infrastructure in the South Wairarapa district. Mr Morrison was a prior SWDC Roothing Engineer.

A4. Public Participation

Mr Hedley believed that Council had deceived ratepayers over the rates increase amounts and that the official statements made did not address the questions that ratepayers wanted answers to. Mr Hedley queried the validity of the rate setting and why elected members were receiving a remuneration increase.

Mr Ellims requested Council focus on the top three priorities identified in the LTP engagement. Mr Ellims was against reducing the levels of service and wanted elected members to look at other ways of reducing rates, e.g. halting Greytown smart meter trial, reviewing operational expenditure to build capability, and selling the old Featherston golf club land.

Ms Maynard believed councillors number one job was to decide the rates for the district and to consider above all else what percentage rates rise the community could bear. Ms Maynard queried why Council work programs and projects required huge rates increases and why reserves money was being spent.

Ms Geisler was concerned that Council had not been transparent and whether actions of members represented the 2019 election campaign commitment for transparency. Ms Geisler suggested that elected members ask officers for the original budgets so decisions on savings could be made and details of project costs and reasoning for the project and cost could be examined. Ms Geisler did not believe that libraries would need to be closed as they had been funded last year.

A5. Actions from public participation

Discussion on public forum items was deferred to agenda item B1 'Options for Reducing Budget and Rates for 2021/22'.

A6. Extraordinary Business

There was no extraordinary business.

B Decision Reports from Chief Executive and Staff

B1. Options for Reducing Budget and Rates 2021/22

Mr Wilson requested guidance from Council on a preferred way forward to take to the community for feedback. Mr Wilson repeated an apology regarding the consultation but noted that this did not detract from expenditure as outlined in the adopted Long Term Plan and audited by Audit NZ. Mr Wilson noted that the Office of the Auditor General also supported this position (refer tabled letter).

Mrs Neems summarised the presented options for members noting that the objective was to find savings that would provide an impact this financial year.

The difference between permanent savings and deferred savings and the effect on future years rates was discussed.

Mrs Neems noted that the projects put forward for extraction from the budget did not affect levels of service and that the most immediate way to make change was through operational expenditure projects.

Members noted:

- That the Greytown smart meter trial had been funded via central government stimulus funding and that rollout funding could be reviewed as part of the Annual Plan.
- That the Spatial Plan was a capitalised project.
- That the surplus shown in the LTP is made up of asset gains (a paper transaction), financial contributions and NZTA subsidies for capital projects and although the financial statements show a \$4m surplus, this was to be transferred to reserves and public assertions are incorrect.
- That selling assets should not be used to fund rates. If an asset was not required then proceeds from sale would, in the first instance, offset debt. The resulting benefit would be the capital gain on the sale and officers did not recommend this be used to fund operational expenditure.
- That the cost to redo the LTP was not known. Audit NZ costs and availability had not been determined.
- Net proceeds would generally go to district property reserve. Intended use of this reserve is for town centre development. Funds would be used for a capital program of works.
- Deferred expenditure will always cost more tomorrow. Council costs are not tied to CPI. The majority of costs are driven by the infrastructure and construction indexes.

Cr Jephson left the meeting at 2:21pm.

Cr Jephson returned to the meeting at 2:22pm.

- That water reform impacts and timeframe were not known so dovetailing into that LTP reset process was unlikely to be possible.
- That it would not be easy to roll a work program back 5 months into a financial year.
- That 80% of expenditure was on the top four priorities as identified through engagement.

The meeting adjourned at 2:37pm.

The meeting reconvened at 2:55pm.

- That rates rebate information continued to be actively promoted.
- That there were no hidden costs and that \$2.03m was accounted for.
- The Long Term Plan financial statements were presented exclusive of GST and the rates resolution always include GST which would account for the difference.
- That status quo was also an option.

Varying ways of funding CAPEX projects was explored with officers noting that sufficient cashflow needed to be preserved.

COUNCIL RESOLVED (DC2021/85):

1. To receive the Options for Reducing Budget and Rates for 2021/22 Report.
(Moved Cr Jephson/Seconded Cr Hay) Carried
2. To note the background to the development of the 2020/21 Annual Plan and 2021–31 Long Term Plan.
(Moved Cr Hay/Seconded Cr Plimmer) Carried
Cr West abstained
3. To note the tools available to assist ratepayers who are finding it difficult to pay their rates.
(Moved Cr Fox/Seconded Cr Maynard) Carried
Cr West abstained
4. To consider the options for reducing the budget and rates for the 2021/22 financial year and agreed that the preferred position to discuss with the community in November 2021 was to work towards making reductions in costs that do not significantly reduce levels of service and carry over savings to the next financial year.
(Moved Cr Fox/Seconded Cr Plimmer) Carried
Cr Maynard voted against
Cr West voted against
5. That in conjunction with the previous direction any potential savings will be monitored by the Finance, Audit and Risk Committee leading up to the 22/23 Annual Plan.
(Moved Mayor Beijen/Seconded Cr Hay) Carried
Cr Maynard voted against

C Public Excluded Business

The general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

| Report/General Subject Matter | Reason for passing this resolution in relation to the matter | Ground(s) under Section 48(1) for the passing of this Resolution |
|------------------------------------|--|--|
| Earthcare Change of Control Report | Good reason to withhold exists under section 7(2)(h) and section 7(2)(i) | Section 48(1)(a) |

This resolution (DC2021/86) is made in reliance on Section 48(1)(a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by section 6 or section 7 of that Act which would be prejudiced by the holding of the whole or relevant part of the proceedings of the meeting in public are as follows:

| Reason for passing this resolution in relation to the matter | Ground(s) under Section 48(1) for the passing of this Resolution |
|--|---|
| The withholding of the information is necessary to enable any local authority holding the information to carry out, without prejudice or disadvantage, commercial activities. | Section 7(2)(h) |
| The withholding of the information is necessary to enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations). | Section 7(2)(i) |

(Moved Cr Colenso/Seconded Cr Hay)

Carried

Confirmed as a true and correct record

.....(Mayor)

.....(Date)

SOUTH WAIRARAPA DISTRICT COUNCIL

17 NOVEMBER 2021

AGENDA ITEM B1

MINUTES OF COUNCIL COMMITTEES AND COMMUNITY BOARDS

Purpose of Report

To present Council with reports and minutes of Council committees and community boards.

Recommendations

Officers recommend that the Council:

1. *Receive the information.*
2. *Receive the minutes of the Greytown Community Board meeting 22 September 2021.*
3. *Receive the minutes of the Māori Standing Committee meeting 28 September 2021.*
4. *Receive the minutes of the Featherston Community Board meeting 5 October 2021.*
5. *Receive the minutes of the Finance, Audit and Risk Committee meeting 6 October 2021.*
6. *Receive the minutes of the Martinborough Community Board meeting 7 October 2021*
7. *Receive the minutes of the Martinborough Community Board meeting 13 October 2021*
8. *Receive the tabled minutes of the Assets and Services Committee meeting 27 October 2021.*
9. *Receive the minutes of the Planning and Regulatory Committee meeting 3 November 2021.*

1. Executive Summary

Minutes of recent meetings are presented to Council for information. The Chair may ask for comment on the content, but no comment can be received in this forum with regards to the accuracy of the minutes.

2. Appendices

Appendix 1 - Greytown Community Board meeting 22 September 2021
 Māori Standing Committee meeting 28 September 2021
 Featherston Community Board meeting 5 October 2021
 Finance, Audit and Risk Committee meeting 6 October 2021
 Martinborough Community Board meeting 7 October 2021
 Martinborough Community Board meeting 13 October 2021
 Assets and Services Committee meeting 27 October 2021
 Planning and Regulatory Committee meeting 3 November 2021

Contact Officer: Suzanne Clark, Committee Advisor
Reviewed By: Harry Wilson, Chief Executive Officer

Appendix 1

- Greytown Community Board meeting 22 September 2021
- Māori Standing Committee meeting 28 September 2021
- Featherston Community Board meeting 5 October 2021
- Finance, Audit and Risk Committee meeting 6 October 2021
- Martinborough Community Board meeting 7 October 2021
- Martinborough Community Board meeting 13 October 2021
- Assets and Services Committee meeting 27 October 2021
- Planning and Regulatory Committee meeting 3 November 2021



- Present:** Ann Rainford (Chair), Shelley Symes, Graeme Gray, Simone Baker, Councillor Rebecca Fox, and Aimee Clouston (youth representative).
- In Attendance:** Mayor Alex Beijen, Russell O’Leary (Group Manager Planning and Environment), Tim Langley (Roading Manager) and Steph Frischknecht (Committee Advisor).
- Also In Attendance:** Derek Williams and John Norton.
- Conduct of Business:** Due to COVID-19 restrictions this meeting was held via video conference and was live-streamed to Council’s YouTube channel. All members participating counted for the purpose of the meeting quorum in accordance with clause 25B of Schedule 7 to the Local Government Act 2002. The meeting was conducted between 6:00pm and 7.48pm.

1. EXTRAORDINARY BUSINESS

Mrs Rainford explained she would be making minor amendments to the recommendations in agenda item 8.1, the Chairperson Report.

2. APOLOGIES

GCB RESOLVED (GCB 2021/40) to receive apologies from Councillor Plimmer.

(Moved Rainford/Seconded Gray)

Carried

3. CONFLICTS OF INTERET

There were no conflicts of interest declared.

4. ACKNOWLEDGMENTS AND TRIBUTES

There were no acknowledgments or tributes.

5. PUBLIC PARTICIPATION

Derek Williams – Land at 85-87 West Street

Mr Williams believed that deferring consultation on the land at 85-87 West Street would be a significant loss to the economy, stated that Council had not considered economic benefits and considered that the community should have been consulted. Mr Williams requested the Board ask Council to make financial

analysis available and that the Board take a leadership position in the consultation. Mr Williams outlined details of a petition.

Members queried the membership and funding of the group Mr Williams spoke on behalf of, their method of estimating economic benefits, and the status of the land.

John Norton – Governance and West Street Land Use

Mr Norton believed there was a lack of economic analysis and community consultation on the use of land at 85-87 West Street, that there had been biased reporting and no involvement of the Community Board. Mr Norton spoke of the role and powers of the Community Board and requested the Board play a significant role in developing and delivering the consultation process, and that this be progressed without delay.

Ms Baker left the meeting at 6.20pm.

Ms Baker returned to the meeting at 6.22pm.

6. ACTIONS FROM PUBLIC PARTICIPATION

The matters raised would be considered under agenda item 8.1, the Chairperson Report.

7. COMMUNITY BOARD MINUTES

7.1 Greytown Community Board Minutes – 4 August and 18 August 2021

GCB RESOLVED (GCB 2021/41) that the minutes of the Greytown Community Board meetings held on 4 August and 18 August 2021 be confirmed as a true and correct record, subject to a name correction for Mr Williams under item 6 'Actions from Public Participation' in the minutes of 4 August 2021.

(Moved Symes/Seconded Gray)

Carried

8. CHAIRPERSON REPORT

8.1 Chairperson Report

Mrs Rainford spoke to matters as outlined in the Chairperson Report.

Members debated the timing and form of the consultation on 85-87 West Street and the targeting of consultation to the Greytown Ward.

Mayor Beijen advised Council had requested a report regarding the feasibility of bringing forward consultation, outlined that legislative process would be followed, and clarified that the land was a South Wairarapa asset. Members raised questions on the scope and timing of the report.

Mrs Rainford updated members that the Main Street flags were awaiting installation.

Cr Fox left the meeting at 7.11pm.

Cr Fox returned to the meeting at 7.12pm.

Members expressed concern that pedestrian improvements at Five Rivers Medical were being fast-tracked without Board consultation.

Mr Gray suggested an alternative location for the pedestrian crossing and that Waka Kotahi NZ Transport Agency be approached for funds earmarked for improvements at the Bidwill's cutting intersection.

Mr Russell responded to questions on financial contributions from the developer and the timeframes for the work.

Members discussed the importance of footpaths for safety and Mr Gray undertook to forward his suggestions to Council officers.

Mr Gray updated members on latest developments with arranging the Christmas in Memorial Park event; permission for use of the park was pending. Access issues would need to be resolved.

GCB NOTED:

Action 468: Request a report back from Council on why poles were placed alongside the carpark in Soldiers Memorial Park without consultation with the Greytown Community Board.

GCB RESOLVED (GCB 2021/42):

1. To receive the Chairperson Report.

(Moved Symes/Seconded Cr Fox)

Carried

2. To recommend that Greytown Community Board is formally included in Council design and management of the public consultation process regarding the use of 85-87 West Street.

(Moved Baker/Symes)

Carried

Cr Fox and Graeme Gray voted against the motion

3. To recommend that the Council report back on a date when the decision will be made regarding Greytown's entry signs.

(Moved Symes/Seconded Baker)

Carried

4. To recommend that the Greytown Community Board receives regular feedback from the Council on progress regarding the Waiohine Flood Management Plan.

(Moved Cr Fox/Seconded Baker)

Carried

5. To recommend that Council's recent, publicly stated plan to review its present code of conduct, ensures that the same rules apply regarding elected members' freedom of speech, across the three Wairarapa councils.

(Moved Symes/Seconded Baker)

Carried

9. DECISION REPORTS FROM CHIEF EXECUTIVE AND STAFF

9.1 Revoking Council Resolution Permitting Subdivision of Council Owned Land In Greytown

Members requested information on the future use of the land and discussed the potential for further community housing.

GCB RESOLVED (GCB 2021/43):

1. To receive the Revoking Council Resolution Permitting Subdivision of Council Owned Land in Greytown Report.

(Moved Symes/Seconded Baker)

Carried

2. That the Board had no concerns regarding the potential for Council to revoke resolution DC2000/9(4) bullets one and three.

(Moved Symes/Seconded Baker)

Carried

GCB NOTED:

Action 469: Provide information on the future use of LOT 1 DP 29958 at the Greytown Flats, West Street, Greytown, and whether Council could apply for funding for community housing for this land.

10. INFORMATION REPORTS FROM CHIEF EXECUTIVE AND STAFF

10.1 Officers' Report

Members discussed the current level of rates arrears and wanted to monitor levels in light of the recent increase in rates.

GCB RESOLVED (GCB 2021/44) to receive the Officers' Report.

(Moved Symes/Seconded Gray)

Carried

10.2 Pedestrian Improvements to Bidwills Cutting Road Report

The matters outlined in the report were discussed under agenda item 8.1, the Chairperson Report.

GCB RESOLVED (GCB 2021/45) to receive the Pedestrian Improvements to Bidwills Cutting Report.

(Moved Symes/Seconded Gray)

Carried

10.3 Action Items Report

Members discussed utilising the beautification fund for dog poo bins and wanted officer guidance on spacing requirements between bins. Members wanted future development plans sent to Papawai Marae.

An update was given on the progress of renaming Underhill Road.
Members sought clarification on what options are available in the
Wairarapa for the disposal of e-waste.
GCB RESOLVED (GCB 2021/46) to receive the Action Items Report.
(Moved Symes/Seconded Gray) Carried

10.4 Income and Expenditure Report

*GCB RESOLVED (GCB 2021/47) to receive the Income and Expenditure
Statement for the period 1 July 2021 – 31 August 2021.*
(Moved Gray/Seconded Symes) Carried

11. NOTICES OF MOTION

There were no notices of motion.

12. MEMBER REPORTS (INFORMATION)

12.1 Shelley Symes: WREMO and Civil Defence

Ms Symes spoke to matters as outlined in the report and noted the
Greytown Community Board involvement in emergency response
awareness building for Greytown residents.

*GCB RESOLVED (GCB 2021/48) to receive the member report from
Shelley Symes.*

(Moved Cr Fox/Seconded Gray) Carried

13. CORRESPONDENCE

There was no correspondence.

The meeting closed at 7.48pm.

Confirmed as a true and correct record

.....Chairperson

.....Date

**MĀORI STANDING COMMITTEE
Minutes from 28 September 2021**

| | |
|-----------------------------|--|
| Present: | Narida Hooper (Chair), Karen Mikaera, Toni Kerr, Gillies Baker, Michelle Elliott, Councillor Garrick Emms and Councillor Jephson (to 6.51pm). |
| In Attendance: | Harry Wilson (Chief Executive), Steph Frischknecht (Committee Advisor) and Kaity Carmichael (Committee Advisor) |
| Also in Attendance: | Dr Harsha Dias, Dr Steve Phillip and Corina Ngatai |
| Conduct of Business: | Due to COVID-19 restrictions this meeting was held via video conference and was live-streamed to Council's YouTube channel . All members participating via video conference counted for the purpose of the meeting quorum in accordance with clause 25B of Schedule 7 to the Local Government Act 2002. The meeting was conducted between 6.00pm and 7.23pm. |

PUBLIC BUSINESS

Members opened with a karakia.

EXTRAORDINARY BUSINESS

Ms Hooper explained that agenda item 7.1, the Officers' Report would be considered following agenda item 7.4, the Financial Assistance Report.

MSC RESOLVED (MSC 2021/39) to add the Financial Assistance report as agenda item 7.4 for the purpose of considering a Grant Application from Whaiora Whanui Trust. It was not included in the agenda as the Grant Application was received late. This matter could not be delayed because the next meeting on 23 November 21, would not allow enough time for the event preparations to be made prior to the event on 25 November 21.

(Moved Cr Jephson/Seconded Cr Emms)

Carried

MSC RESOLVED (MSC 2021/40) to discuss the Commemorating Waitangi Day Fund under Topic 1 – Upcoming Events, of item 8.1, the Chairperson Report. The letter was received

after the agenda had been finalised and the matter could not wait as funding applications close on 22 October 21.

(Moved Hooper/Seconded Baker)

Carried

A discussion on COVID-19 would occur as part of agenda item 8.1, the Chairperson Report. Mr Wilson would provide an update on camping and flood risks under agenda item 7.1, the Officers' Report.

1. APOLOGIES

MSC RESOLVED (MSC 2021/41) to receive apologies from Andrea Rutene, Cr Maynard and Mayor Beijen.

(Moved Hooper/Seconded Mikaera)

Carried

2. CONFLICTS OF INTEREST

Cr Emms declared a conflict of interest with the Wai2k event as raised under agenda item 8.1, the Chairperson Report.

3. ACKNOWLEDGMENTS AND TRIBUTES

There were no acknowledgments and tributes.

4. PUBLIC PARTICIPATION

Dr Harsha Dias, Dr Steve Philip and Corina Ngatai - Māori health in South Wairarapa

Dr Dias, Dr Philip and Ms Ngatai discussed concerns surrounding equitable accessibility to healthcare services for those living in the South Wairarapa. They discussed funding inequality between districts and the difficulties faced with reaching those living in more rural settings and further proximity to healthcare providers.

5. ACTIONS FROM PUBLIC PARTICIPATION

MSC NOTED:

Action 448: Raise concerns surrounding equitable accessibility to healthcare services for those living in the South Wairarapa at the upcoming Wairarapa Leaders Social Wellbeing Forum, Cr Emms.

6. MINUTES FOR CONFIRMATION

6.1 Māori Standing Committee – 3 August 2021

MSC RESOLVED (MSC 2021/42) that the minutes of the Māori Standing Committee meeting held on 3 August 2021 be confirmed as a true and correct record.

(Moved Mikaera/Seconded Kerr)

Carried

7. OPERATIONAL REPORTS – COUNCIL OFFICERS

7.2 Action Items Report

Mr Wilson reported that Council approved the Committee's Terms of Reference and expressed interest in expanding it further. The Wakamokeau Community Water Storage Scheme had been put on hold. Members discussed scheduling arrangements for the Strategy Noho and extending the invitation to Marae trustees.

MSC NOTED:

Action 450: To meet with Papawai Marae in response to the letter received 8 June 2021 regarding concerns of the Council and the Committee.

MSC RESOLVED (MSC 2021/43) to receive the Action Items Report.

(Moved Elliott/Seconded Mikaera)

Carried

7.3 Income and Expenditure Report

MSC RESOLVED (MSC 2021/44) to receive the Income and Expenditure Statement for the period ending 31 August 2021.

(Moved Cr Jephson/Seconded Cr Emms)

Carried

7.4 Financial Assistance Report

Members agreed to partial funding and the applicant would be encouraged to seek funding from alternative sources.

The Committee's grant forms would be reviewed at the Strategy Noho.

MSC RESOLVED (MSC 2021/45):

1. To receive the Financial Assistance Report.

(Moved Cr Jephson/Seconded Baker)

Carried

2. To approve granting Whaiora Whanui Trust \$500 plus GST to contribute towards the 2021 Wairarapa Māori Sports Awards.

(Moved Baker/Seconded Elliott)

Carried

3. To note that the Māori Standing Committee grant forms are due for review and Officers will work with the Committee to update the forms to ensure they are still fit for purpose and aligned with the new Grants Policy.

(Moved Mikaera/Seconded Cr Emms)

Carried

Cr Jephson left the meeting at 6.51pm

7.1 Officers Report (item moved)

Mr Wilson spoke to items outlined in the Officers Report, including an update on the Three Waters Reform. Members discussed ensuring representation in this process.

Ms Elliott queried the impact of the increased rates on Marae and undertook to email Mr Wilson with her specific questions.

Mr Wilson updated members of the proposed closure of two sites in Tora for overnight camping, due to flood risk.

MSC RESOLVED (MSC 2021/46) to receive the Officer's Report.

(Moved Elliott/Seconded Mikaera)

Carried

9. CHAIRPERSON REPORT

8.1 Chairperson Report

MSC RESOLVED (MSC 2021/47) to receive the Chairperson Report.

(Moved Cr Emms/Seconded Mikaera)

Carried

Ways to support those in need due to COVID-19 would be discussed at the Strategy Noho. Members discussed items outlined in the Chairperson Report. Ms Hooper provided an update on the erection of Pou in Featherston and noted that Ms Rutene would be meeting with those involved. Ms Hooper shared an email from Wai2k requesting Karakia service. Members discussed possible funding availability for Waitangi Day 2021. Committee noted it was an important event but will look towards how to recognise this next year.

10. MEMBER REPORT

There were no member reports.

Members closed with a karakia.

The meeting closed at 7.23pm.

Confirmed as a true and correct record

.....Chairperson

.....Date



Minutes – 5 October 2021

- Present:** Mark Shepherd (Chair), Claire Bleakley, Jayson Tahinurua, Mike Gray, Councillor Garrick Emms.
- In Attendance:** Mayor Alex Beijen, Russell O’Leary (Group Manager Planning and Environment), Stefan Corbett (Group Manager Partnership and Operations), Bryce Neems (Amenities and Waste Manager), Steph Frischknecht (Committee Advisor) and Kaitlyn Carmichael (Committee Advisor).
- Conduct of Business:** Due to COVID-19 restrictions this meeting was held via video conference and was live-streamed to Council’s [YouTube channel](#). All members participating via video conference counted for the purpose of the meeting quorum in accordance with clause 25B of Schedule 7 to the Local Government Act 2002. The meeting was conducted between 7:00pm and 8:31pm.

1. EXTRAORDINARY BUSINESS

Mr Shepherd explained a letter from South Wairarapa Biodiversity Group would be discussed as a minor item under agenda item 11.1, the Member Report from Mrs Bleakley.

2. APOLOGIES

*FCB RESOLVED (FCB 2021/37) to receive apologies from Councillor Ross Vickery.
(Moved Shepherd/Seconded Cr Emms)* Carried

3. CONFLICTS OF INTEREST

There were no conflicts of interest declared.

4. ACKNOWLEDGMENTS AND TRIBUTES

Mrs Bleakley acknowledged the passing of community member John Skipage and offered condolences to the local community.

5. PUBLIC PARTICIPATION

There was no public participation.

6. ACTIONS FROM PUBLIC PARTICIPATION

There were no actions from public participation.

7. COMMUNITY BOARD MINUTES

7.1 Featherston Community Board Minutes – 10 August 2021

FCB RESOLVED (FCB 2021/38) that the minutes of the Featherston Community Board meeting held on 10 August 2021 be confirmed as a true and correct record.

(Moved Bleakley/Seconded Cr Emms)

Carried

8. CHIEF EXECUTIVE AND STAFF REPORTS

8.1 Officers' Report

Jo Dean was unable to attend to provide an update on Waste and Events. Mr O'Leary and Mayor Beijen responded to questions on the link between the Spatial Plan and the Resource Management Act (RMA). Future Master Planning and the opportunity for community participation in this process was discussed. Members were concerned about the urban focus of this plan. Land use for wastewater was discussed and members noted the importance of consultation and communication with the community through this process.

FCB RESOLVED (FCB 2021/39) to receive the Officers' Report.

(Moved Tahinurua/Seconded Bleakley)

Carried

8.2 Action Items Report

Mr Shepherd reported that the budget has been approved for the Welcome to Featherston signs and they were now awaiting items for sign installation. Presentation to the Māori Standing Committee on the Featherston pou and naming proposal had been completed. Members discussed home health assessment kits for Featherston and Martinborough libraries and steps moving forward. Members were concerned about viable options for Featherston Wastewater.

FCB RESOLVED (FCB 2021/40) to receive the Action Items Report.

(Moved Tahinurua/Seconded Bleakley)

Carried

8.3 Income and Expenditure Report

Officer clarification was sought on the formatting of the Income and Expenditure Statement.

FCB RESOLVED (FCB 2021/41) to receive the Income and Expenditure Statement for the period ending 31 August 2021

(Moved Bleakley/Seconded Tahinurua)

Carried

8.4 Financial Assistance Report

FCB RESOLVED (FCB 2021/42):

1. To receive the Applications for Financial Assistance Report.

(Moved Bleakley/Seconded Cr Emms)

Carried

2. To note an ineligible grant application was received from Digital Seniors as the applicant received funding from the SWDC Community and Youth Fund.

(Moved Cr Emms/Seconded Bleakley)

Carried

9. NOTICES OF MOTION

9.1 Notice of Motion: Community Boards

Mrs Bleakley and Mr Gray spoke to matters as outlined in the notice of motion. Members raised questions surrounding the time and cost.

FCB RESOLVED (FCB 2021/43):

1. To receive the Community Boards Notice of Motion from Claire Bleakley.
(Moved Bleakley/Seconded Gray) Carried
2. To host the Greytown and Martinborough Community Boards for a meeting to discuss the Hammond-Robertson Report and the recommendation to develop community plans, look at the capability of community boards and adopt a community board charter.
(Moved Bleakley/Seconded Gray) Carried

10. CHAIRPERSONS REPORT

Mr Shepherd spoke to matters as outlined in the Chairperson Report. The FlagTrax repair quote was discussed and members were concerned with the cost. Members discussed the conflict of interest raised concerning the Community Board Chair. No resolution had been noted to date. Member clarification was requested for timing of Three Waters Reform.

FCB RESOLVED (FCB 2021/44):

1. To receive the Chairperson Report.
(Moved Bleakley/Seconded Gray) Carried
2. To recommend to Council that it hold a public meeting on rates in Featherston.
(Moved Shepherd/Seconded Tahinurua) Carried
3. To defer consideration of the quote to fund the replacement FlagTrax pending further discussion at an upcoming Workshop.
(Moved Bleakley/Seconded Gray) Carried

11. ELECTED MEMBER REPORTS (INFORMATION)

11.1 Claire Bleakley:

Mrs Bleakley spoke to matters as outlined in her report. Mrs Bleakley noted a delay for the Organic Week project completion report, as event was delayed due to COVID-19. Members discussed concerns with uncertainty of the Christmas Parade scheduling and need for a Traffic Management Plan if moving forward. The impact of the rates increase on the community was discussed. Members agreed to discuss these items in an upcoming Workshop. Members discussed plans regarding the Featherston vacant lot.

FCB RESOLVED (FCB 2021/45) to receive the Member Report from Claire Bleakley.

(Moved Shepherd/Seconded Tahinurua)

Carried

Secretary note: Letter from South Wairarapa Biodiversity Group noted in section 1 was not presented at this meeting.

12. REPORTS FROM YOUTH REPRESENTATIVES (INFORMATION)

There were no reports from youth representatives.

13. CORRESPONDENCE

There was no correspondence.

The meeting closed at 8.31pm.

Confirmed as a true and correct record

.....Chairperson

.....Date

FINANCE, AUDIT AND RISK COMMITTEE
Minutes from 6 October 2021

| | |
|-----------------------------|--|
| Present: | Councillors Leigh Hay (Chair), Garrick Emms, Brenda West, Mayor Alex Beijen, and independent member Kit Nixon. |
| In Attendance: | Katrina Neems (Chief Financial Officer), Harry Wilson (Chief Executive), Sheil Priest (Communications Manager), and Suzanne Clark (Committee Advisor). |
| Conduct of Business: | <p>Due to COVID-19 restrictions this meeting was held via video conference and live streamed to Council's YouTube channel. All members participating via video conference count for the purpose of the meeting quorum in accordance with clause 25B of Schedule 7 to the Local Government Act 2002.</p> <p>The meeting was held in public under the above provisions from 10:00am to 11:45am except where expressly noted.</p> |

Open Section

A1. Apologies

FINANCE, AUDIT AND RISK RESOLVED (FAR2021/32) to accept apologies from Cr Vickery.

(Moved Cr Emms/Seconded Mayor Beijen)

Carried

FINANCE, AUDIT AND RISK RESOLVED (FAR2021/33) to accept apologies from Cr Jephson.

(Moved Cr Colenso/Seconded Mayor Beijen)

Carried

A2. Conflicts of Interest

There were no conflicts of interest declared.

A3. Public Participation

There was no public participation.

A4. Actions from Public Participation

There were no actions from public participation.

A5. Extraordinary Business

There was no extraordinary business.

A6. Minutes for Confirmation

FINANCE, AUDIT AND RISK RESOLVED (FAR2021/34) that the Finance, Audit and Risk Committee minutes from the meeting held on 11 August 2021 are a true and a correct record subject to a correction to show that the correct date for the communication allowance to be paid from is July 2021.

(Moved Cr Hay/Seconded Cr West)

Carried

Secretary note: The new determination is effective from 1 July 2021 (as outlined in the report), however as the first elected member payment is not until August, the minutes are correct and no change to the 11 August 2021 minutes is required.

FINANCE, AUDIT AND RISK RESOLVED (FAR2021/35) that the public excluded Finance, Audit and Risk Committee minutes from the meeting held on 11 August 2021 are a true and correct record.

(Moved Mayor Beijen/Seconded Cr Emms)

Carried

B Information and Verbal Reports from Chief Executive and Staff

B1. Corporate Services Report

Mrs Neems explained that the budget figures had not been loaded to the system due to potential changes and the time involved in undertaking this work.

Mrs Neems advised that it was likely that the adoption of the Annual Report would be delayed until early November and that this met legislative timelines of 31 December.

Members discussed rates arrears, the miscellaneous income amount and offset expenditure item, the forestry valuation, accounting for carbon credits, the high level of developer contributions, internal loans and interest rates and reserve fund transactions, commitments and balances.

FINANCE AUDIT AND RISK COMMITTEE RESOLVED (FAR2021/36):

1. To receive the Corporate Services Report.

(Moved Cr West/Seconded Cr Colenso)

Carried

2. Action 479: Send FAR members an email update on what income sources are making up the 'Miscellaneous Income' line item; K Neems
3. Action 480: Share accounting decisions on carbon credits with FAR members; K Neems
4. Action 481: Provide the FAR Committee with a breakdown of all the reserve fund balances and transactions as at 30 June 2021, as well as fund commitments; K Neems

B2. Policy and Governance Report

Members discussed the nature and number of media enquiries with Ms Priest.

Mr Wilson answered member questions regarding the strategic risk register on risk category assessment, and discussed the governance failure and communications risks and possible mitigations with members.

Members requested that the communications failure risk level be lifted and consideration be given to adding reputational risk to the strategic register.

FINANCE AUDIT AND RISK COMMITTEE RESOLVED (FAR2021/37):

1. To receive the Policy and Governance Report.
(Moved Cr Colenso/Seconded Mayor Beijen) Carried
2. Action 482: Review the Communications Failure risk with a view to raising the risk level and consider adding reputation risk to the Strategic Risk Register; S Priest

B3. Action Items Report

Members discussed the action items and updates were made.

Mayor Beijen undertook to liaise with Destination Wairarapa to determine what additional statistical information might be useful in order to determine if we have those datasets available.

The Committee asked that an action be created for the Assets and Services Committee regarding waste management and minimisation.

FINANCE AUDIT AND RISK COMMITTEE RESOLVED (FAR2021/38):

1. To receive the Action Items Report.
(Moved Cr Hay/Seconded Mayor Beijen) Carried
2. Action 483: Include a list of all policies, their expiry dates, their proposed review dates and an officer comment column with the Policy and Governance Report; K Yates
3. Action 484: (for A&S) Enable waste minimisation measures that encourage ratepayers to deal with their waste responsibly, thereby reducing the waste sent to landfill as well as the cost to Council and ratepayers of landfill disposal; S Corbett

C. Public Excluded Business

The general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

| Report/General Subject Matter | Reason for passing this resolution in relation to the matter | Ground(s) under Section 48(1) for the passing of this Resolution |
|---|--|--|
| Confirmation of Minutes from 16 June 2021 | Good reason to withhold exists under section 7(2)(a)(c)(f) | Section 48(1)(a) |

This resolution (FAR2021/39) is made in reliance on Section 48(1) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by section 6 or section 7 of that Act which

would be prejudiced by the holding of the whole or relevant part of the proceedings of the meeting in public are as follows:

| Reason for passing this resolution in relation to the matter | Ground(s) under Section 48(1) for the passing of this Resolution |
|--|---|
| The withholding of the information is necessary to protect the privacy of natural persons, including that of deceased natural persons. | Section 7(2)(a) |
| The withholding of the information is necessary to protect information which is subject to an obligation of confidence or which any person has been or could be compelled to provide under the authority of any enactment, where the making available of the information would be likely to prejudice the supply of similar information, or information from the same source and is in the public interest that such information should continue to be supplied. | Section 7(2)(c)(i) |
| The withholding of the information is necessary to protect information which is subject to an obligation of confidence or which any person has been or could be compelled to provide under the authority of any enactment, where the making available of the information would be likely otherwise to damage the public interest. | Section 7(2)(c)(ii) |
| The withholding of the information is necessary to maintain the effective conduct of public affairs through the free and frank expression of opinions by or between or to members or officers or employees of any local authority, or any person to whom section 2(5) applies, in the course of their duty. | Section 7(2)(f)(i) |
| The withholding of the information is necessary to maintain the effective conduct of public affairs through the protection of such members, officers, employees, and persons from improper pressure or harassment. | Section 7(2)(f)(ii) |

(Moved Cr Emms/Seconded Mayor Beijen)

Carried

Confirmed as a true and correct record

.....(Chair)

.....(Date)



Minutes – 7 October 2021

- Present:** Mel Maynard (Chair), Aidan Ellims, Michael Honey, Nathan Fenwick, Councillor Pam Colenso, Councillor Pip Maynard and Alex Mason (Youth Representative).
- In Attendance:** Harry Wilson (Chief Executive), Bryce Neems (Amenities and Waste Manager), Stefan Corbett (Group Manager Partnership and Operations), Graeme Campbell (Greater Wellington Regional Council), Steph Frischknecht (Committee Advisor) and Kaitlyn Carmichael (Committee Advisor).
- Also in Attendance** Mike Armour, Trinity Shaw, Graeme Scarr, Johnny Shaw, Clem Beck, Jenny Boyne, Alistair Boyne, Naomi Shaw and Mike Firth.
- Conduct of Business:** Due to COVID-19 restrictions this meeting was held via video conference and was live-streamed to Council's [YouTube channel](#). All members participating via video conference counted for the purpose of the meeting quorum in accordance with clause 25B of Schedule 7 to the Local Government Act 2002. The meeting was conducted between 6.30pm and 11.04pm

1. EXTRAORDINARY BUSINESS

Ms Maynard explained the Chairperson Report would be added as agenda item 10.1. Correspondence from community member Marcia Hunter would be discussed as part of this report.

MCB RESOLVED (MCB 2021/55) to temporarily suspend Standing Order 14.14 to extend the public forum time limit beyond the period of 30 minutes to hear from two additional speakers. The reason for the suspension was to enable a fuller range of community views to be heard regarding the proposed closure of the Te Awaiti and Tora reserves before the Chief Executive decision regarding the closure.

(Moved Maynard/Seconded Ellims)

Carried

2. APOLOGIES

There were no apologies.

3. CONFLICTS OF INTEREST

There were no conflicts of interest declared.

4. ACKNOWLEDGMENTS AND TRIBUTES

Ms Maynard acknowledged the passing of Warren Colton, a long standing resident of Martinborough, and offered condolences to Mayor Beijen. Ms Maynard acknowledged the passing of Glen Morrison, a past roading engineer with the South Wairarapa District Council who was instrumental in a number of projects in the area. Cr Maynard acknowledged the fire in Carterton on 7 October 2021 and sent condolences to those business and individuals involved.

5. PUBLIC PARTICIPATION

Mike Armour – Footpaths and Roothing

Mr Armour raised three issues of concern regarding footpaths and roading in the Martinborough community which had been raised with Council officers previously but not rectified. Mr Armour sought support from the Board to install a footpath between Sackville/Dublin Streets and Regent/Dublin Streets, repair the road surface, repair lipless pram crossings and to investigate stormwater issues in this area.

Trinity Shaw – Proposed Closure of Te Awaiti Reserve for Overnight Camping

Ms Shaw raised concern about the proposed closure of Te Awaiti reserve for overnight camping. Ms Shaw considered that further research, risk assessment and consultation should occur. Ms Shaw requested the Board pass a motion asking that the South Wairarapa District Council halt the proposed closures for overnight camping.

Mike Firth – Te Awaiti Reserve and Livestock on Rural Roads

Mr Firth expressed concern with the recent South Wairarapa District Council Facebook post regarding Livestock on Rural Roads. Mr Firth reported that there are many factors involved in livestock on roads and requested other communication avenues be used. Mr Firth discussed the proposed closure of Te Awaiti Reserve and raised concern regarding the possible moving of campers to nearby properties. Mr Firth requested clarification on coastal rubbish collection, should the campground be closed.

Graeme Scarr – Proposed Closure of Te Awaiti Reserve

Mr Scarr raised concern with the proposed closure of Te Awaiti and North Tora camping grounds, outlined benefits of access and requested further investigation and data be gathered before a decision is made. Mr Scarr considered there were safety issues at the South Tora Campground limiting its suitability to become the only camping site on the coast. Mr Scarr requested the Board pass a motion requesting Council halt the proposed closure until a risk/benefit investigation and public consultation is completed.

Clem Beck – Reputational Risk and Rates Rise

Mr Beck requested that the Board ask the South Wairarapa District Council what actions are planned to rectify the rates being set higher than indicated in the Long Term Plan consultation, and why the 6-weekly timeline between the Martinborough Community Board meetings had been extended.

Johnny Shaw – Proposed Closure of Te Awaiti Reserve

Mr Shaw raised concern with the proposed closure of the Te Awaiti Reserve for overnight camping and questioned the proposed reasoning behind the proposal. Mr Shaw requested the Board pass a motion to request Council to halt the proposed closure of Te Awaiti Reserve for overnight camping.

Naomi Shaw – Proposed Closure of Te Awaiti Reserve

Ms Shaw voiced concern about the proposed closure of the Te Awaiti Reserve for overnight camping. She also acknowledged potential closure of North Tora campsite. Ms Shaw discussed concerns with the process followed with this potential closure and requested the Board pass a motion to request Council to halt the proposed closure of Te Awaiti Reserve for overnight camping.

Jenny Boyne – Proposed Closure of Te Awaiti Reserve

Ms Boyne discussed concern over the proposed closure of the Te Awaiti Reserve and North Tora campsite for overnight camping. Ms Boyne noted the impact these closures would have on overnight camping in the area, and on the property of local residents. Ms Boyne discussed the lack of funding and maintenance these campsites have received. Ms Boyne considered that flooding at Tukurumuri required further attention.

The meeting adjourned at 7.51pm.

The meeting reconvened at 7.58pm.

10.1 Chairperson Report - Topic 3 Te Awaiti Campground (item moved)

Ms Maynard spoke to matters as outlined in Topic 3 of the Chairperson Report. Ms Maynard read an email on behalf of Marcia and Ian Hunter, who are long term Tora residents, outlining their concern with the proposed closure of Te Awaiti Reserve for overnight camping.

6. ACTIONS FROM PUBLIC PARTICIPATION

Mr Corbett indicated that there is no plan to install new unplanned footpaths this financial year. These issues would be reviewed for the upcoming fiscal year, once subsurface work is complete. Identified repairs and maintenance would be investigated this fiscal year.

MCB NOTED:

Action 486: To investigate correspondence from Mr Armour regarding roading and footpath repairs sent to Council on 9 September 2020 to ensure that Mr Armour has received a response, S Corbett.

Action 487: To report back to Mr Armour with a timeframe for the work identified at the 7 October 21 MCB meeting, should it be programmed, S Corbett.

Mr Wilson discussed opportunities to improve and use other modes of communication regarding stock on roads.

Mr Wilson and Ms Frischknecht provided an explanation for variations in the Board's meeting schedule.

Community public meetings on Rates would be held prior to 17 November 2021.

10.1 Chairperson Report - Topic 3 Te Awaiti Campground (item moved)

Mr Wilson spoke to concerns raised regarding the proposed closure of the Te Awaiti and North Tora campgrounds for overnight camping. Mr Wilson acknowledged community views and discussed flood risks and concerns for public safety.

Mr Campbell presented flood risk information as provided to Mr Wilson from the Greater Wellington Regional Council.

The meeting adjourned at 9.39pm.

The meeting reconvened at 9.50pm.

MCB RESOLVED (MCB 2021/56) that an extraordinary meeting be held on 13 October 2021 at 6.30pm to address remaining agenda items (7 – 12), to allow for additional time to discuss agenda item 10.1, Topic 3.

(Moved Ellims/Seconded Maynard)

Carried

MCB RESOLVED (MCB 2021/57) that the meeting extend past 10.30pm for the purpose of continuing discussion on agenda item 10.1, as per standing order 4.2.

(Moved Cr Maynard/Seconded Fenwick)

Carried

Ongoing discussion on potential risks of flooding at Te Awaiti campground. Potential options for mitigating this risk to the community were also discussed by members. Members undertook to gather further information regarding risk elimination and mitigation to present to the Chief Executive prior to a decision being made.

The meeting closed at 11.04pm.

Confirmed as a true and correct record

.....Chairperson

.....Date



Minutes – 13 October 2021

- Present:** Mel Maynard (Chair), Aidan Ellims, Nathan Fenwick, Councillor Pam Colenso and Alex Mason (Youth Representative).
- In Attendance:** Harry Wilson (Chief Executive), Bryce Neems (Amenities and Waste Manager), Stefan Corbett (Group Manager Partnership and Operations), Steph Frischknecht (Committee Advisor) and Kaitlyn Carmichael (Committee Advisor).
- Also in Attendance** Clem Beck
- Conduct of Business:** Due to COVID-19 restrictions this meeting was held via video conference and was live-streamed to Council's [YouTube channel](#). All members participating via video conference counted for the purpose of the meeting quorum in accordance with clause 25B of Schedule 7 to the Local Government Act 2002. The meeting was conducted between 6.30pm and 8.23pm.
- 1. EXTRAORDINARY BUSINESS:**
There was no extraordinary business.
- 2. APOLOGIES**
MCB RESOLVED (MCB 2021/58) to receive apologies from Cr Maynard and Mr Honey
(Moved Maynard/Seconded Ellims) Carried
- 3. CONFLICTS OF INTEREST**
There were no conflicts of interest declared.
- 4. ACKNOWLEDGMENTS AND TRIBUTES**
Ms Maynard acknowledged the passing of Diana Cresswell, and recognised her invaluable work at Wharekaka and within the Martinborough Community.
- 5. PUBLIC PARTICIPATION**
Clem Beck – Closure of Te Awaiti Reserve for Overnight Camping
Mr Beck spoke about the closure of Te Awaiti Reserve for overnight camping and noted concerns surrounding the process involved with this decision.

6. ACTIONS FROM PUBLIC PARTICIPATION

The matters raised by Mr Beck would be discussed under agenda item 10.1, the Chairperson Report.

7. MARTINBOROUGH COMMUNITY BOARD MINUTES – 16 AUGUST 2021

7.1 Martinborough Community Board Minutes – 16 August 2021

MCB RESOLVED (MCB 2021/59) that the minutes of the Martinborough Community Board meeting held on 16 August 2021 be confirmed as a true and correct record.

(Moved Fenwick/Seconded Ellims)

Carried

8. CHIEF EXECUTIVE AND STAFF REPORTS

8.1 Martinborough Pump Track Report

Council Officers and Members provided an update on the Martinborough Pump Track at Centennial and Considine Park. Members noted the importance of community and Board involvement in the project. Members discussed an email received from a local resident regarding track placement and design.

MCB RESOLVED (MCB 2021/60):

1. To receive the Martinborough Pump Track Report.
2. To note the significance of Centennial and Considine Park and the activities permitted under the Centennial and Considine Park Management Plan.
3. To support the pump track initiative in concept and be notified of any development.

(Moved Fenwick/Seconded Cr Colenso)

Carried

8.2 Waihinga Project – Lessons Report

Mr Wilson spoke to matters as outlined in the report and responded to questions on the completion of a business case, the achievement of outcomes, documentation processes, and the funding of the project coordinator. Members noted the lessons learned and future recommendations. The importance of community partnership and integration within future projects was highlighted.

MCB RESOLVED (MCB 2021/61) to receive the Waihinga Project – Lessons Report.

(Moved Ellims/Seconded Fenwick)

Carried

8.3 Hinekura Road Erosion and Landslide Remediation Report

Mr Wilson and Mr Corbett spoke to the matters outlined in the report and responded to questions raised. Regular updates would be provided to the community and Hinekura residents. The Board noted concern for Hinekura residents and requested being involved and informed as the remediation continued.

MCB RESOLVED (MCB 2021/62):

1. To receive the Hinekura Road Erosion and Landslide Remediation Report.
(Moved Cr Colenso/Seconded Fenwick) Carried
2. To note the Greater Wellington Regional Council (GWRC) Erosion and Landslide Remediation Plan and that all recommendations identified in this report will be carried out within existing Council budgets.
3. To note the WSP Consultants Hinekura Landslide July 2021 Assessment memo.
4. To note that Council officers will continue to work closely with GWRC and WSP Consultants to come up with a final risk mitigation strategy for 1673 Hinekura Road.
(Moved Fenwick/Seconded Ellims) Carried

8.4 Officers' Report

Mr Neems updated members on pool tiling and new BBQs, the Parks and Reserves tender, donation of a seat, and waste management. Potential options for BBQs at coastal reserves would be explored.

MCB RESOLVED (MCB 2021/63) to receive the Officers Report.

(Moved Cr Colenso/Seconded Fenwick) Carried

8.5 Action Items Report

Members discussed updates to open action items. Cr Colenso noted the completion of the bus shelter artwork in Martinborough. The Flag stock had been completed and Mr Fenwick undertook to manage flag slots for upcoming community events. Mr Wilson undertook sending the 1 September 21 Asset and Services Report to members as an update on road safety recommendations the Board had made.

MCB RESOLVED (MCB 2021/64) to receive the Action Items Report.

(Moved Ellims/Seconded Fenwick) Carried

8.6 Income and Expenditure Report

Query on mileage item which Council Officers undertook to clarify.

MCB RESOLVED (MCB 2021/65) to receive the Income and Expenditure Statements for the Period ending 31 August 2021

(Moved Cr Colenso/Seconded Ellims) Carried

9. NOTICES OF MOTION

There were no notices of motion.

10. CHAIRPERSONS REPORT

10.1 Chairperson Report

MCB RESOLVED (MCB 2021/66) to receive the Chairperson Report.

(Moved Fenwick/Seconded Cr Colenso)

Carried

Topic 1 – Rates

Ms Maynard spoke to the items in her Chairpersons Report. Mr Wilson noted dates had been set for Public Meetings in each town. Board members would be notified of dates shortly. A rural meeting would also be planned to discuss this topic and Mr Wilson sought guidance from Board on appropriate location.

Topic 2 – Martinborough District Road Safety

Ms Maynard requested confirmation of a meeting in Hinekura with land owners and residents to discuss roads and timeline associated with repairs. Mr Wilson confirmed this meeting and undertook providing information once scheduled.

Mr Fenwick voiced concerns about road safety in the community and noted accidents at the Kitchener Street/Princess Street corner and importance of community road safety.

Topic 3 – Te Awaiti and North Tora Campgrounds

Mr Ellims and Ms Maynard requested that Mr Wilson provide the Board with a copy of the legal advice received prior to closure of the campgrounds.

MCB RESOLVED (MCB 2021/67) to seek a report from Council Officers to advised what the risk assessment was that was used and all the information the CE used to closed the Tora Campground and inform the decision that has been made. Following that, what are the implications for the campers and the Tora Community and the next steps.

(Moved Fenwick/Seconded Cr Colenso)

Carried

11. MEMBER REPORTS

There were no member reports.

12. CORRESPONDENCE

MCB RESOLVED (MCB 2021/68) to note the outwards correspondence to Allan Hogg and Dudley-Anne Hill, Martinborough Business Association from Martinborough Community Board, dated 17 August 2021.

(Moved Fenwick/Seconded Cr Colenso)

Carried

The meeting closed at 8.23pm.

Confirmed as a true and correct record

.....Chairperson

.....Date

ASSETS AND SERVICES COMMITTEE
Minutes from 27 October 2021

| | |
|----------------------------------|--|
| Present: | Councillors Brian Jephson (Chair), Garrick Emms, Alistair Plimmer, Rebecca Fox, Pip Maynard and Mayor Alex Beijen. |
| Non-member Participation: | Cr Pam Colenso Ann Rainford (Greytown Community Board Chair). |
| Officers in Attendance: | Harry Wilson (Chief Executive), Stefan Corbett (Group Manager Partnership and Operations), Karen Yates (General Manager Policy and Governance), Katrina Neems (Chief Financial Officer), Bryce Neems (Amenities and Waste Manager), Olivia Stevens (Property Portfolio Advisor), and Suzanne Clark (Committee Advisor). Wellington Water: Jeremy McKibbin, Gary O'Meara, and Adam Mattsen. |
| Conduct of Business: | Due to COVID-19 restrictions this meeting was held via video conference and live streamed to Council's YouTube channel. All members participating via video conference count for the purpose of the meeting quorum in accordance with clause 25B of Schedule 7 to the Local Government Act 2002. The meeting was held in public under the above provisions from 9:00am to 12:00pm except where expressly noted. |

Open Section

- A1. Apologies**
There were no apologies.
- A2. Conflicts of Interest**
There were no conflicts of interest declared.
- A3. Public Participation**
There was no public participation.
- A4. Actions from Public Participation**
There were no actions from public participation.

A5. Extraordinary Business

There was no extraordinary business.

A6. Minutes for Confirmation

ASSETS AND SERVICES COMMITTEE RESOLVED (A&S2021/26) that the minutes of the Assets and Services Committee meeting held on 1 September 2021 are a true and correct record.

(Moved Mayor Beijen/Seconded Cr Plimmer)

Carried

B Decision Reports

B1. Martinborough Pump Track

Mr Neems answered members' question on engagement with neighbours.

Members discussed the potential to adjust the location of the track following consultation, the benefit of outdoor facilities for youth, the removal of public land available for event parking, and relocation of the Pony Club.

ASSETS AND SERVICES COMMITTEE RESOLVED (A&S2021/27):

1. To receive the Martinborough Pump Track Report.

(Moved Mayor Beijen/Seconded Cr Fox)

Carried

2. To note the significance of Centennial and Considine Park and the activities permitted under the Centennial and Considine Park Management Plan.

(Moved Cr Plimmer/Seconded Cr Maynard)

Carried

3. To support the Martinborough Pump Track initiative

(Moved Cr Plimmer/Seconded Cr Maynard)

Carried

B2. Greytown Play Space/Wheels Park

Members noted a good level of engagement had already been undertaken with the Greytown community but that wider consultation was required, that most of the community were supportive of the project, and that the community would need to fundraise to complete the project but that the \$1m contribution from Council would create a standalone amenity.

Council officers undertook to seek Greytown Community Board input into the consultation plan prior to it being presented to Council for approval.

ASSETS AND SERVICES COMMITTEE RESOLVED (A&S2021/28):

1. Receives the Greytown Play Space/Wheels Park Report.

(Moved Cr Plimmer/Seconded Cr Fox)

Carried

2. Approves the Greytown Park Concept Design for public consultation.

(Moved Cr Plimmer/Seconded Cr Maynard)

Carried

3. To nominate Cr Plimmer to provide input into the consultation plan.

(Moved Cr Fox/Seconded Cr Jephson)

Carried

4. To nominate Cr Emms to provide input into the consultation plan.

(Moved Cr Jephson/Seconded Cr Maynard)

Carried

5. To note that officers will report the Greytown Park Concept Design and consultation plan to Council for approval to proceed to public consultation.

(Moved Cr Plimmer/Seconded Cr Emms)

Carried

B3. Five Town Trails Master Plan

Mr Wilson and Mr Neems answered members' questions on maintenance of the trail once built, how the trail development costs had been determined, inclusion of iwi in the process, use of existing paper roads, and the forecast economic benefit to the region.

Health and safety for cyclists on Underhill Road was raised, with officers noting that the matter needed to be taken into consideration as trails were progressed.

Mr Neems advised that the Master Plan was the enabler to secure external funding and that the exact route for each section could change.

ASSETS AND SERVICES COMMITTEE RESOLVED (A&S2021/29):

1. Receives the Five Town Trails Master Plan Report.

(Moved Cr Maynard/Seconded Mayor Beijen)

Carried

2. Receives and supports the Five Town Trails Master Plan.

(Moved Cr Jephson/Seconded Cr Fox)

Carried

3. To recommend that Council delegates authority to the Chief Executive to work with the three Wairarapa District Councils and Wairarapa Trails Action Group to research and create a suitable legal entity with appropriate and representative governance to deliver the Wairarapa Five Towns Trail Master Plan.

(Moved Cr Fox/Seconded Cr Maynard)

Carried

4. Action 515: Work on a health and safety action plan with the Wairarapa Trails Action Group to ensure network safety of the proposed trails and continue discussions on cyclist safety on Underhill Road leading to the Tauherenikau Cycle Bridge; S Corbett

The meeting adjourned at 9:53am.

The meeting reconvened at 10:00am.

C Information and Verbal Reports from Chief Executive and Staff

C1. Partnership and Operations Report

Mr Wilson and Mr Corbett with assistance from Wellington Water staff answered members' questions regarding material availability for works at Ponatahi, escalating costs for three waters projects, water supply plant outages and backup strategies, costs and liability for Lake Ferry dripline remediation work, outstanding roading jobs, status of vesting Settlement Road and Southdowns Road to Council, whether a NZTA indicator for unsealed roads was available, Ngawi Community Hall septic tank upgrade works, the Ecoreef project, water bladder leak repairs, and the cremation wall booking form.

ASSETS AND SERVICES COMMITTEE RESOLVED (A&S2021/30):

1. To receive the Partnerships and Operations Report.
(Moved Cr Maynard/Seconded Cr Plimmer) Carried
2. Action 516: Provide an update to the A&S Committee regarding material availability for works at Ponatahi; S Corbett
3. Action 517: Provide the A&S Committee with an estimate of the impact of rising costs to water related projects; S Corbett
4. Action 518: Investigate whether there is an NZTA measure for unsealed roads (i.e. similar to the sealed roads measure); S Corbett
5. Action 519: Review the cremation form so it is suitable for a forward reservation as well as an immediate reservation; S Corbett

C2. Action Items Report

Members discussed GWRC versus SWDC responsibilities for gravel clearance and maintenance at Donalds Creek Bridge.

ASSETS AND SERVICES COMMITTEE RESOLVED (A&S2021/31) to receive the Action Items Report.

(Moved Cr Fox/Seconded Cr Emms) Carried

D. Public Excluded Business

D1. Lake Ferry Holiday Park Update and Options Review

The general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

| Report/General Subject Matter | Reason for passing this resolution in relation to the matter | Ground(s) under Section 48(1) for the passing of this Resolution |
|---|--|--|
| Lake Ferry Holiday Park Update and Options Review | Good reason to withhold exists under section 7(2)(a), section 7(2)(g), section 7(2)(h) and section 7(2)(i) | Section 48(1)(a) |

This resolution (A&S2021/32) is made in reliance on Section 48(1) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by section 6 or section 7 of that Act which would be prejudiced by the holding of the whole or relevant part of the proceedings of the meeting in public are as follows:

| Reason for passing this resolution in relation to the matter | Ground(s) under Section 48(1) for the passing of this Resolution |
|--|--|
| The withholding of the information is necessary to protect the privacy of natural persons, including that of deceased natural persons. | Section 7(2)(a) |
| The withholding of the information is necessary to maintain legal professional privilege | Section 7(2)(g) |

| | |
|--|-----------------|
| The withholding of the information is necessary to enable any local authority holding the information to carry out, without prejudice or disadvantage, commercial activities. | Section 7(2)(h) |
| The withholding of the information is necessary to enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations). | Section 7(2)(i) |

(Moved Cr Fox/Seconded Cr Plimmer)

Carried

Confirmed as a true and correct record

.....(Chair)

.....(Date)

PLANNING AND REGULATORY COMMITTEE
Minutes from 3 November 2021

| | |
|-----------------------------|---|
| Present: | Councillors Pam Colenso (Chair), Brenda West, Leigh Hay, Alistair Plimmer and Mayor Alex Beijen. Greytown Community Board: Shelley Symes (GCB Deputy Chair). |
| In Attendance: | Russell O’Leary (Group Manager Planning and Environment), Harry Wilson (Chief Executive Officer), Karen Yates (General Manager Policy and Planning), Katrina Neems (Chief Financial Officer), Rick Mead (Environmental Services Manager), Sara Edney (Building Services Manager), Kendyll Harper (Intermediate Planner), Lisa Matthews (Positive Ageing Coordinator) and Suzanne Clark (Committee Advisor). |
| Conduct of Business: | Due to COVID-19 restrictions this meeting was held via video conference and live streamed to Council’s YouTube channel. All members participating via video conference count for the purpose of the meeting quorum in accordance with clause 25B of Schedule 7 to the Local Government Act 2002. The meeting was held in public under the above provisions from 1:00pm to 2:40pm except where expressly noted. |

Open Section

Mr O’Leary, the Planning and Environment Group Manager assumed the Chair.

Mr O’Leary called for nominations to chair the 3 November 2021 meeting.

Cr Plimmer nominated Cr Colenso.

This nomination was seconded by Mayor Beijen.

There being only one nomination, Cr Colenso was declared Chair for the 3 November meeting.

Cr Colenso assumed the Chair.

A1. Apologies

PLANNING AND REGULATORY COMMITTEE RESOLVED (P&R2021/18) to receive apologies from Cr Rebecca Fox.

(Moved Cr Plimmer/Seconded Cr Hay)

Carried

A2. Conflicts of Interest

Cr Plimmer declared a conflict of interest with any matters arising for the proposed Alcohol Control bylaw.

A3. Public Participation

There was no public participation.

A4. Actions from Public Participation

There were no actions from public participation.

A5. Extraordinary Business

There was no extraordinary business.

A6. Minutes for Confirmation

PLANNING AND REGULATORY COMMITTEE RESOLVED (P&R2021/19) that the minutes of the Planning and Regulatory Committee meeting held on 1 September 2021 are a true and correct record subject to clarification of a conflict of interest declaration by Cr Plimmer.

(Moved Mayor Beijen/Seconded Cr Hay)

Carried

PLANNING AND REGULATORY COMMITTEE RESOLVED (P&R2021/20) that the minutes of the Planning and Regulatory Committee meeting held on 22 September 2021 are a true and correct record.

(Moved Cr Hay/Seconded Mayor Beijen)

Carried

Cr Plimmer abstained

Cr West abstained

Secretary Note:

At the 1 Sept 21 meeting, Cr Plimmer thought he may have a conflict of interest, however the meeting decided to allow officers to investigate further before Cr Plimmer took a formal action not to participate in the proposed Alcohol Control Bylaw Hearing.

B. Decision Reports

B1. South Wairarapa District Dog Pound

Mr Mead corrected figures on page 9 of the report. Carterton District Council's fixed share cost for a joint pound in Masterton would be \$513,400 and South Wairarapa District Council's share of the fixed cost would be \$469,200.

Mr Mead answered members' questions relating to the dog pound build costs, whether a shared facility with a neighbouring council was still feasible, identification of a preferred site, and limitations of identified sites.

Members discussed the advantages of owning the asset, however did not want to exclude a shared facility with Carterton District Council should a location and build solution exceed budget allocation.

Mr Wilson noted that investigations needed to proceed with urgency.

PLANNING AND REGULATORY RESOLVED (P&R2021/21):

1. To receive the South Wairarapa District Dog Pound Report.
(Moved Mayor Beijen/Seconded Cr West) Carried
 2. To recommend that officers progress the dog pound through procurement as long as a suitable South Wairarapa location can be sourced and the costs do not exceed the budget allocated.
(Moved Mayor Beijen/Seconded Cr West) Carried
- Cr Plimmer voted against*

C. Information Reports

C1. Planning and Environment Group Report

Mr O'Leary answered members' questions on the Underhill Road quarry, ability of Council to meet legislation obligations with regards to an increase in consent applications, and shared office facilities with Carterton District Council.

Ms Yates advised a report would be prepared for the Greytown Community Board on the investigation into Underhill Road renaming.

Mayor Beijen left the meeting at 2:00pm.

Mayor Beijen returned to the meeting at 2:02pm.

PLANNING AND REGULATORY RESOLVED (P&R2021/22):

1. To receive the Planning and Environment Report.
(Moved Cr Colenso/Seconded Cr Hay) Carried

C2. Action Items Report

PLANNING AND REGULATORY RESOLVED (P&R2021/23):

1. To receive the Planning and Regulatory Action Items Report.
(Moved Cr Hay/Seconded Cr West) Carried

C3. Spatial Plan Timeline and Related Work Report.

PLANNING AND REGULATORY RESOLVED (P&R2021/24):

1. To receive the Spatial Plan Timeline Report.
(Moved Cr Colenso/Seconded Mayor Beijen) Carried

C4. Positive Ageing Strategy Yearly Report

PLANNING AND REGULATORY RESOLVED (P&R2021/25):

1. To receive the South Wairarapa District Positive Ageing Strategy Yearly Report.
(Moved Cr Colenso/Seconded Mayor Beijen) Carried
2. To note the actions taken in the SWDC Positive Ageing Strategy Implementation Plan – First year August 2020 – August 2021.
(Moved Cr Plimmer/Seconded Cr Hay) Carried

D. Recommendations from Community Boards

D1. Recommendation from Greytown Community Board

Ms Symes outlined the basis for the Community Board recommendations.

Mr O’Leary advised that Council officers’ initial response was as per the report.

Councillors noted that the Waiohine Action Group had developed a working and ongoing relationship with GWRC and agreed with officers that oversight of the work was outside Council’s remit.

PLANNING AND REGULATORY RESOLVED (P&R2021/26):

1. To receive the Recommendation from Greytown Community Board Report.
(Moved Cr West/Seconded Cr Colenso) Carried
2. To note the recommendations from the Greytown Community Board (GCB 2021/42; GCB 2021/30)
(Moved Mayor Beijen/Seconded Cr Hay) Carried
3. To note that the Greater Wellington Regional Council has responsibility for the Waiohine Flood Management Plan.
(Moved Mayor Beijen/Seconded Cr Hay) Carried
4. To note that South Wairarapa District Council officers have also made a submission to the Plan.
(Moved Mayor Beijen/Seconded Cr Hay) Carried

Confirmed as a true and correct record

.....(Chair)

.....(Date)

SOUTH WAIRARAPA DISTRICT COUNCIL

17 NOVEMBER 2021

AGENDA ITEM C2

COUNCIL EXTRAORDINARY VACANCY

Purpose of Report

To outline options available to the Council in respect to filling an extraordinary vacancy that has arisen.

Recommendations

Officers recommend that the Council:

1. *Receive the Council Extraordinary Vacancy Report.*
2. *Notes that the Council has an extraordinary vacancy that has been created pursuant to clause 5 Schedule 7 of the Local Government Act 2002 effective from 18 October 2021.*
3. *Resolves that either:*
 - A. *The extraordinary vacancy will be left unfilled for the remainder of the 2019-2022 triennium as per clause 117(3)(b) of the Local Electoral Act 2001; or*
 - B. *The extraordinary vacancy will be filled by the appointment of [NAME], and the process and criteria by which [NAME], was selected for appointment are [xyz].*
4. *Note that the decision of Council will be publicly notified in accordance with the requirements of the Local Electoral Act 2001.*

1. Background

Council has an extraordinary vacancy as described in the Local Electoral Act due to the resignation of Cr Ross Vickery who was elected from within the Featherston Ward for the 2019 – 2022 triennium.

The relevant extracts from the Local Electoral Act are included in Appendix 1.

2. Options

As the vacancy was created within 12 months of an election Council can resolve not to fill the vacancy or Council can make an appointment. There is no longer an option for the vacancy to be filled via a by-election.

2.1 Fill the vacancy by appointing a qualified elector

Council is required to name a person in the resolution. Should the named appointment not be available or otherwise unable to be confirmed, then a further vacancy occurs.

If the Council elects to fill the vacancy by resolution, section 118 of the Act requires that:

- i. The Council give public notice of the resolution and includes the process or criteria by which the person named in the resolution was selected for appointment; and
- ii. Within 30 days of that public notice, the Council confirms the appointment by resolution at a meeting. The named person would then be declared as 'elected' from this date and would receive appropriate training for their new role.

2.1.1. Qualification to be an elected member

There is a legal requirement that the candidate must be a New Zealand citizen, over 18 years of age and a parliamentary elector within New Zealand.

Section 25 of the Act provides that:

Every parliamentary elector is qualified to be a candidate at every election held under this Act, if that person is a New Zealand citizen unless they are prohibited in terms of section 58 of the Act.

Section 58 prohibits a person from being both a candidate for election to a regional council for a region and a candidate for election to a constituent authority of that region.

This means that Council can appoint any New Zealand citizen who is a parliamentary elector, unless they are already a member of the Greater Wellington Regional Council.

It is not a requirement that an elector be a resident of the ward or district that they are standing for election, although their nominees must reside within the ward/district.

2.1.2. Process or criteria for selection

If the Council chooses to fill the vacancy by appointment, a process or criteria for selection needs to be determined, included in the resolution and publicly notified. The criteria could include, for example:

- A Featherston ward candidate that stood for election for the 2019-2022 triennium but was not successfully elected.
- An elected Featherston Community Board member.
- Someone who is considered to have the necessary skills and experience to undertake the role.
- Someone who represents a sector of the community that is not represented or well represented around the Council table to better achieve equality of representation (e.g. youth).

2.2 Decision not to fill the vacancy

Council may decide not to fill the extraordinary vacancy under section 117(3)(b) of the Local Electoral Act. Public notice must be immediately given of this decision (section 119).

2.3 Financial considerations

The Council must not reallocate the salary resulting from an extraordinary vacancy among the remaining councillors. The amount allocated is simply not spent by the Council and is available for when the position is filled through a by-election (not applicable in our situation) or by appointment. If the Council decides not to fill a vacancy the amount not being paid as a result of the vacancy must be reallocated among the remaining councillors. Underspends may occur due to a vacancy and if an appointment is made by Council, there could be an underspend due to lag in time to that appointment being sworn in.

2.4 Legal implications

There may be additional legal implications under the Remuneration Authority (2021/22) Determination 2021 Act pending a decision on this extraordinary vacancy as well as councillor appointments to committees. Should implications arise officers will prepare a report for the next Council meeting.

3. Significance and Engagement

3.1 Degree of Significance

As this is a process mandated through legislation the decision has a low level of significance under Council policy.

4. Conclusion

Council is asked to consider the information and make a decision on whether the extraordinary vacancy should be filled by appointment or left vacant.

5. Appendices

Appendix 1 – Extraordinary vacancy extracts from Local Electoral Act 2001

Prepared By: Suzanne Clark, Committee Advisor

Reviewed By: Karen Yates, Policy and Governance Manager

Appendix 1 – Extraordinary vacancy extracts from Local Electoral Act 2001

117 Extraordinary vacancy in local authority or local board or community board

- (1) If a vacancy occurs in the office of a member of a local authority or in the office of an elected member of a local board or community board more than 12 months before the next triennial general election, the vacancy must be filled by an election under this Act.
- (2) If a vacancy occurs in the office of a member of a local authority or in the office of an elected member of a local board or community board 12 months or less than 12 months before the next triennial general election, the chief executive of the local authority concerned must notify the local authority or local board or community board of the vacancy immediately.
- (3) On receiving notice under subsection (2), the local authority or local board or community board must, at its next meeting (other than an extraordinary meeting) or, if that is not practicable, at its next subsequent meeting (other than an extraordinary meeting), determine by resolution—
- (a) that the vacancy will be filled by the appointment by the local authority or local board or community board of a person named in the resolution who is qualified to be elected as a member; or
- (b) that the vacancy is not to be filled.
- (4) If for any reason the person specified in the resolution is unavailable, or otherwise unable to be notified of the appointment, a further vacancy occurs in that office.
- (5) Despite subsection (3), if the vacancy is for the office of mayor, the vacancy must not be left unfilled but must be filled by appointment of one of the other members of the local authority as mayor.
- (6) If any member is appointed or elected to fill a vacancy in the office of mayor,—
- (a) the person is to be treated as having vacated the office of a member; and
- (b) the vacancy in the office of a member is an extraordinary vacancy and this section and sections 118 to 120 apply.

118 Notice of intention to fill vacancy by appointment

- (1) If, under section 117(3)(a) or section 117A, a local authority or local board or community board resolves that a vacancy will be filled by the appointment of a person by the local authority or local board or community board, it must immediately, unless the vacancy is for the office of mayor, give public notice of—
- (a) the resolution; and
- (b) the process or criteria by which the person named in the resolution was selected for appointment.
- (2) The local authority or local board or community board must, at a meeting held not later than the expiry of the prescribed period, by resolution confirm the appointment described in the resolution under subsection (1); and the person appointed is for all purposes to be treated as having been elected to fill the vacancy on the date on which that resolution is made.
- (3) For the purposes of subsection (2), the **expiry of the prescribed period** is 30 days after the date of notification of the resolution under subsection (1).
- (4) If for any reason the person specified in the resolution is unavailable or otherwise unable to be confirmed in the appointment, a further vacancy occurs in that office.

SOUTH WAIRARAPA DISTRICT COUNCIL

17 NOVEMBER 2021

AGENDA ITEM C3

CENTRAL GREYTOWN PROPERTY: PROJECT PLAN

Purpose of Report

To provide Councillors with a Project Plan to consider the future use of the centrally located Council owned property at 85 and 87 West Street, Greytown.

Recommendations

Officers recommend that the Council:

1. *Receive the Central Greytown Property: Project Plan Report.*
2. *Review the scoping of the proposed Project Plan, high-level programmes, and budget implications.*
3. *Note that Officers have not included this workstream as part of their current work programme and do not have the capacity to start the Project Plan this financial year.*
4. *Note that this project has not been included in the 2021/2022 Long-Term Plan budget.*
5. *Officers estimate that the proposed Project Plan will take approximately 18 months from initial scoping of the needs analysis to final Council approval.*
6. *Officers recommend that the proposed Project Plan to consider the future use of 85 and 87 West Street commences next financial year and full public consultation take place as part of the wider consultation for the 2024—2034 Long-Term Plan (Option 1).*
7. *Officers seek approval from Councillors on their preferred programme option outlined in Section 3 of this Report.*

1. Background

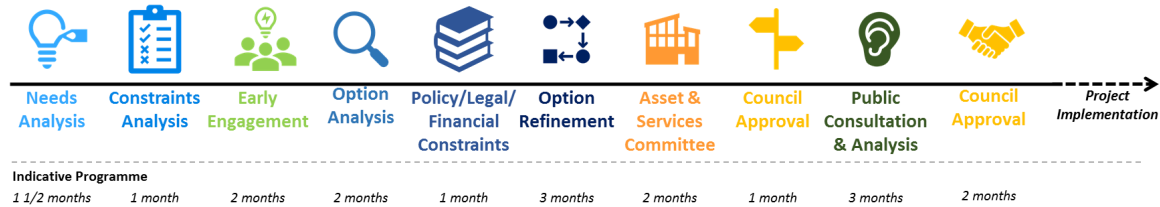
South Wairarapa District Council own 85 and 87 West Street, Greytown. These two adjacent titles are centrally located with access off Main Street; both of which are underdeveloped.

Officers have been requested by Councillors to provide a project plan for the consideration of the future use of 85 and 87 West Street, including public consultation.

This report outlines the proposed Project Plan and indicative programmes for the delivery of the proposed Plan.

2. Proposed Project Plan

Officers proposed the below Project Plan:



Refer to Appendix 1 for a larger copy of the Project Plan and Appendix 2 for a summary of the key components of each stage.

3. Indicative Programme

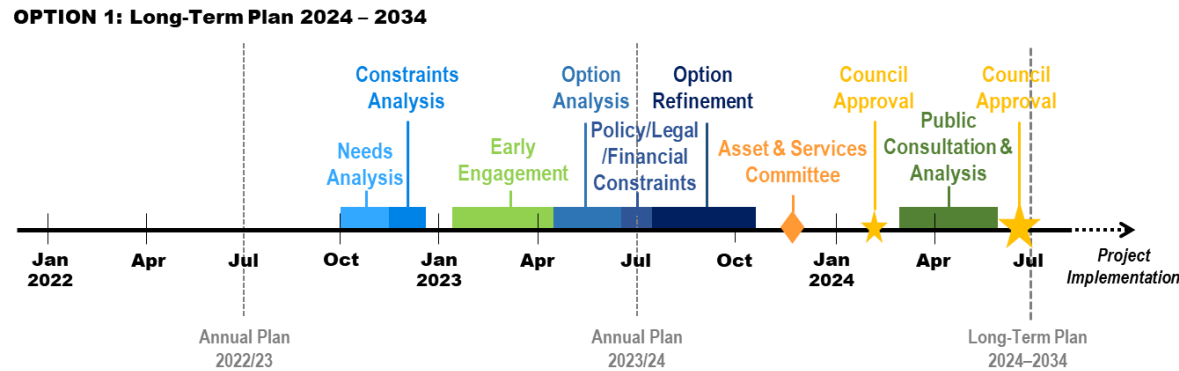
It is estimated that a robust Project Plan will take just over 18 months from initial needs analysis through to final Council approval (excluding Christmas periods). This allows for two stages of public engagement, the first being early engagement, followed by full public consultation. Officers have also taken into consideration the frequency of Council and Committee meetings.

Officers have prepared three indicative programmes for the proposed Project Plan, each with timing and cost implications that need to be considered. The three indicative programmes examined are:

- Option 1: Long-Term Plan 2024—2034
- Option 2: Commence Financial Year 2022/2023
- Option 3: Annual Plan 2023/2024

3.1 Option 1: Long-Term Plan 2024—2034

Option 1 programme aligns public consultation of 85 and 87 West Street with the 2024—2034 Long-Term Plan. The indicative programme is outlined below:

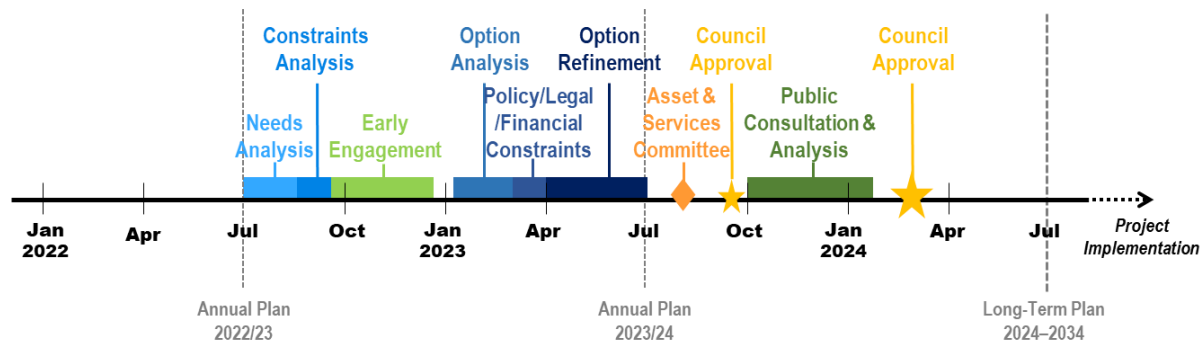


Officers can programme this work to start October 2022 to achieve public consultation within the wider consultation process of the Long-Term Plan 2024—2034.

3.1.1. Option 2: Commence Financial Year 2022/2023

Option 2 programme sees Project Plan work commence next financial year (2022/2023), starting July 2022. The indicative programme is outlined below:

OPTION 2: Commence Financial Year 2022/2023

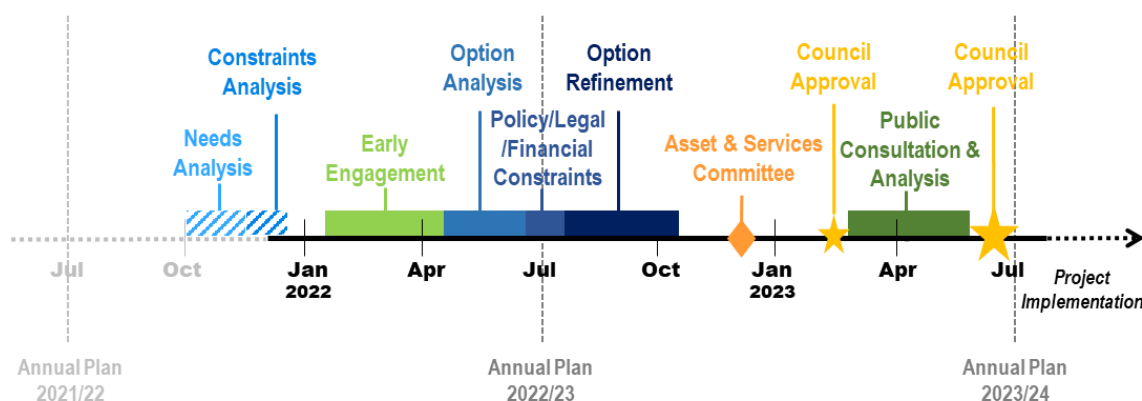


Seeking Council approval as the final step of the Project Plan is expected to occur February/ March 2024 with public consultation taking place outside of the Annual Plan and Long-Term Plan process. Final Council approval under this option is only circa four months ahead of Option 1 where consultation would occur as part of the Long-Term Plan 2024 – 2034 process.

3.1.2. Option 3: Annual Plan 2023/2024

Option 3 programme seeks to achieve Council approval for the 2023/2024 Annual Plan. The indicative programme is outlined below:

OPTION 3: Annual Plan 2023/2024



As demonstrated in the above programme, achieving Council approval for the adoption of the Annual Plan 2023/2024 is unlikely to be achieved based on the proposed Project Plan. A reduced Project Plan may be achieved but at the detriment of a robust process.

3.2 Potential Cost Implications

Officers have provided budget estimates for each stage of the proposed Project Plan (see Appendix 2). The total estimated cost for each indicative programme option are:

| Option | Estimated Cost | Budget Year Impact |
|---|---------------------|--|
| Option 1: Long-Term Plan 2024—2034 | \$30,000 - \$47,000 | Next financial year 2022/2023 and 2023/2024 |
| Option 2: Commence Financial Year 2022/2023 | \$35,000 - \$57,000 | Next financial year 2022/2023 and 2023/2024 |
| Option 3: Annual Plan 2023/2024 | \$46,000 - \$73,000 | Current financial year 2021/2022 and 2022/2023 |

The most budget-friendly option is Option 1 as Officers will be able to carry out this work, reducing contractor cost and achieving some cost efficiencies by incorporating public consultation as part of the Long-Term Plan 2024—2034 consultation process. This option will not require any out of budget funding for this financial year.

Option 2 commencing at the start of the next financial year (July 2022) allows for this work to be included in the next financial year's budget and Officers will be able to complete the majority of the work, reducing contractor costs. The estimated cost of public consultation is higher than Option 1 as cost efficiencies of including consultation as part of the Long-Term Plan will not be realised. This option will not require any out of budget funding for this financial year.

Option 3 looks to achieve consultation as part of the Annual Plan 2023/2024 process to accelerate the decision on West Street. This option requires additional budget as Officers do not have the capacity to deliver this work within this financial year and a contractor will be required to carry out the initial stages of the proposed Project Plan. Public consultation costs are estimated to be the same as Option 1 as the consultation will form part of the Annual Plan 2023/2024 process. This option is estimated to cost \$21,000 - \$33,000 this financial year which is unbudgeted.

4. Legal and Policy Context

Legal and policy context has been explored in previous reports to Council, however, please note that the Significance and Engagement Policy was revised in June 2021.

One key change to the Significance and Engagement Policy is the criteria used to assess significance has been revised. The new criteria will be used for assessing significance in the future.

5. Conclusion

1. Officers estimate that the proposed Project Plan will take just over 18 months from initial scoping of the needs analysis to final Council approval.
2. Officers have not included this workstream as part of their current work programme and do not have the capacity to start the delivery of the Project Plan this financial year.
3. This project has not been included in the 2021/22 Annual Plan budget.
4. This project is estimated to cost:
 - a. \$46,000 - \$73,000 if adopted as part of the Annual Plan 2023/2024, with \$21,000 - \$33,000 required this financial year (unbudgeted); OR

- b. \$30,000 - \$47,000 if adopted as part of the next Long-Term Plan 2024 – 2034, with no budget impact this financial year.
- 5. Due to current capacity and budget implications, Officers recommend that work on the future use of 85 and 87 West Street start next financial year.
- 6. Officers have budgeted an additional \$5,000 - \$10,000 for public consultation if this is a stand-alone process. If work commences at the start of the next financial year rather than being programmed to align with the Long-Term Plan 2024 – 2034, a final decision from Council is likely to be reached only four months earlier than if included in the Long-Term Plan process.

6. Recommendation

Officers recommend that the proposed Project Plan to consider the future use of 85 and 87 West Street commences next financial year and public consultation take place as part of the wider consultation for the 2024 – 2034 Long-Term Plan (Option 1).

7. Appendices

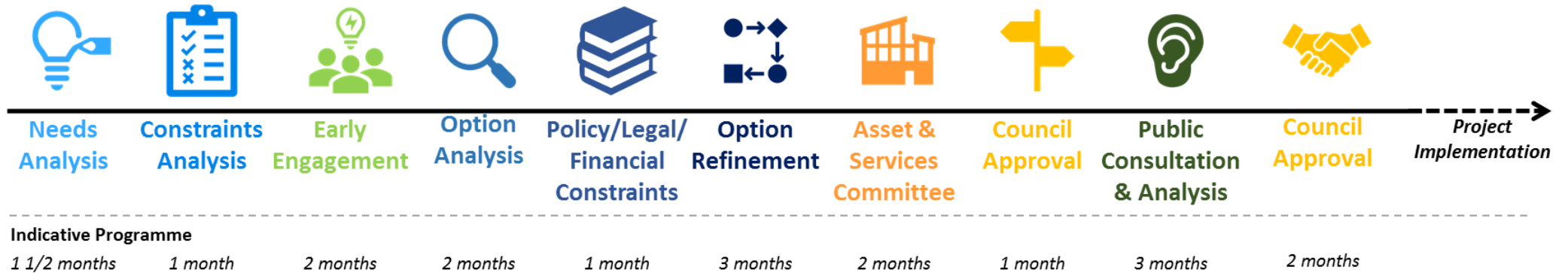
Appendix 1 – Proposed Project Plan

Appendix 2 – Key Components of the Proposed Project Plan

Contact Officer: Olivia Stevens, Property Portfolio Advisor

Reviewed By: Stefan Corbett, Group Manager, Partnerships and Operations, Karen Yates, Group Manager, Policy and Governance, Katrina Neems, Chief Financial Officer, Harry Wilson, Chief Executive

Appendix 1 – Proposed Project Plan



Appendix 2 – Key Components of the Proposed Project Plan

| 1. Needs Analysis | |
|-------------------------|--|
| Purpose: | <ul style="list-style-type: none"> Identify potential needs for Greytown and the wider South Wairarapa community Understand Greytown and the wider community short- and long-term needs Review previous Long-Term Plans and feedback Consider current and future demographics of Greytown and the District Review current amenities in Greytown and the District |
| Stakeholders: | <ul style="list-style-type: none"> Council Officers Councillors Greytown Community Board Tangata whenua and mana whenua |
| Resourcing: | <ul style="list-style-type: none"> Council Officers if work starts next financial year Contractor if work starts before the end of this financial year |
| Est. Time: | 1 ½ months |
| Est. Cost: | Nil if completed by Officers \$12,000 - \$18,000 if completed by a contractor |
| 2. Constraints Analysis | |
| Purpose: | <ul style="list-style-type: none"> Understand the potential constraints of the needs identified Understand the constraints of 85 and 87 West Street |
| Stakeholders: | <ul style="list-style-type: none"> Council Officers |
| Resourcing: | <ul style="list-style-type: none"> Council Officers if work starts next financial year Contractor if work starts before the end of this financial year |
| Est. Time: | 1 month |
| Est. Cost: | Nil if completed by Officers \$4,000 - \$8,000 if completed by a contractor |
| 3. Early Engagement | |
| Purpose: | <ul style="list-style-type: none"> Seek early input from the community on the future use of 85 and 87 West Street Generate awareness and strengthen buy-in to the process from end-to-end Strengthen community relationships for now and future interactions Openness and transparency that builds trust in Council processes and decision-making Genuine and meaningful engagement |
| Stakeholders: | <ul style="list-style-type: none"> Wider South Wairarapa community Councillors Greytown, Featherston and Martinborough Community Boards Māori Standing Committee Tangata whenua and mana whenua Key community groups Businesses, developers, and investors |
| Resourcing: | <ul style="list-style-type: none"> Council Officers |
| Est. Time: | 2 months |
| Est. Cost: | \$5,000 - \$7,000 |

| 4. Option Analysis | |
|--|--|
| Purpose: | <ul style="list-style-type: none"> • Develop options identified through the needs analysis, constraints analysis and early engagement • Develop a long list of potential options • Detailed analysis of the options identified • Identify potential advantages and disadvantages of the options |
| Stakeholders: | <ul style="list-style-type: none"> • Council Officers |
| Resourcing: | <ul style="list-style-type: none"> • Council Officers • Expert advice if required* |
| Est. Time: | 2 months |
| Est. Cost: | Nil *Costs for initial advice if required is reflected in policy, legal and financial constraints and option refinement stages |
| 5. Policy, Legal and Financial Constraints | |
| Purpose: | <ul style="list-style-type: none"> • Overlay policy constraints and how these constraints impact the various options • Investigate legal constraints and how these constraints impact the various options • Identify potential financial constraints and how these constraints impact the various options |
| Stakeholders: | <ul style="list-style-type: none"> • Council Officers |
| Resourcing: | <ul style="list-style-type: none"> • Council Officers • Expert advice as required |
| Est. Time: | 1 month |
| Est. Cost: | \$5,000 for advice |
| 6. Option Refinement | |
| Purpose: | <ul style="list-style-type: none"> • Review viability of options identified through options analysis and policy, legal and financial constraints • Refine and develop a shortlist of options • Understand the advantages and disadvantages, benefits and challenges, impact on the community and the district • Understand financial implications, potential funding required and/or potential revenue generated • Peer review of options |
| Stakeholders: | <ul style="list-style-type: none"> • Council Officers |
| Resourcing: | <ul style="list-style-type: none"> • Council Officers • Expert advice as required (valuation advice, design advice, concept plans, costing advice, peer review etc) |
| Est. Time: | 3 months |
| Est. Cost: | \$10,000 - \$25,000 |
| 7. Asset and Services Committee | |
| Purpose: | <ul style="list-style-type: none"> • Informative option paper to the Asset and Services Committee • Asset and Services Committee to review the short-listed options • Provide a recommendation and/or support for Council approval |
| Stakeholders: | <ul style="list-style-type: none"> • Asset and Services Committee |
| Resourcing: | <ul style="list-style-type: none"> • Council Officers |
| Est. Time: | 2 months |
| Est. Cost: | Nil |
| 8. Council Approval | |
| Purpose: | <ul style="list-style-type: none"> • Informative option paper to Councillors |

| | |
|--|---|
| | <ul style="list-style-type: none"> • Councillors to review the refined options and recommendations from the Asset and Services Committee • Seek approval from Councillors on the preferred option(s) for public consultation |
| Stakeholders: | <ul style="list-style-type: none"> • South Wairarapa District Councillors |
| Resourcing: | <ul style="list-style-type: none"> • Council Officers |
| Est. Time: | 1 month |
| Est. Cost: | Nil |
| 9. Public Consultation and Analysis | |
| Purpose: | <ul style="list-style-type: none"> • Inform the community on the options and preferred option(s) tabled with Councillors on the future use of 85 and 87 West Street • Seek feedback from the community on the preferred option(s) • Review feedback from the public consultation process • Understand how feedback impact the options presented • Consider if any amendments are required • Final review options which will be presented to Council |
| Stakeholders: | <ul style="list-style-type: none"> • Wider South Wairarapa community • Councillors • Greytown, Featherston and Martinborough Community Boards • Māori Standing Committee • Tangata whenua and mana whenua • Key community groups • Businesses, developers and investors |
| Resourcing: | <ul style="list-style-type: none"> • Council Officers • Contractor • Expert advice if required |
| Est. Time: | 3 months |
| Est. Cost: | \$10,000 - \$15,000 outside of a Long-Term Plan or Annual Plan \$5,000 if part of a Long-Term Plan or Annual Plan \$5,000 for options analysis if expert advice is required |
| 10. Council Approval | |
| Purpose: | <ul style="list-style-type: none"> • Review feedback from the public consultation • Review finalised option(s) • Council approval of the future use of 85 and 87 West Street |
| Stakeholders: | <ul style="list-style-type: none"> • South Wairarapa District Councillors |
| Resourcing: | <ul style="list-style-type: none"> • Council Officers |
| Est. Time: | 2 months |
| Est. Cost: | Nil |

SOUTH WAIRARAPA DISTRICT COUNCIL

17 NOVEMBER 2021

AGENDA ITEM C4

REVOKING COUNCIL RESOLUTION PERMITTING SUBDIVISION OF COUNCIL OWNED LAND IN GREYTOWN

Purpose of Report

To present a report that allows Council to consider revoking Council resolution DC2000/9 (4) bullets one and three, as made by a previous Council on 16 February 2000. This resolution permitted the subdivision of land at the Council owned senior housing on West Street in Greytown.

Recommendations

Officers recommend that the Council:

1. *Receive the Revoking Council Resolution Permitting Subdivision of Council Owned Land in Greytown Report.*
2. *Pursuant to Standing Order 23.6, consider revoking resolution DC2000/9 (4) bullet points one and three within the General Manager's Monthly Report dated 16 February 2000, being:*
 - a. *Council approve the sub-division of Lot 1 DP 29958 at the Greytown Flats, West Street, Greytown.*
 - b. *The necessary notice under section 230 of the Local Government Act 1974 be advertised to allow for the possible sale of the Greytown sections.*
3. *Note that should an advertisement dating from this period be discovered, then it was placed at the authority of Council at the time.*

1. Background

A report from the General Manager to Council dated 16 February 2000, indicates that subdivision instructions were prepared for Greytown and Martinborough Council flats at the request of Council as part of an investigation into options for better utilisation of these sites and to improve security, privacy and landscaping around the flats.

The Greytown Community Board (GCB) considered a proposal in February 2000 to subdivide the land surrounding the Council's flats on West Street, Greytown. The Greytown Community Board recommended that Council proceed with the proposal to subdivide and sell this land and recommended that ground conditions were checked and asked for trees to be retained.

The Martinborough Community Board (MCB) considered a similar proposal but did not endorse the proposal to subdivide.

Council considered the GCB recommendation on the 16 February 2000 and agreed that the plans to subdivide Lot 1 DP 29958 at the Greytown Flats, West Street, Greytown could proceed noting that a Council resolution would be required to sell any land.

Following engagement with the GCB and the MCB, Council's General Manager recommended that Council endorse the subdivision of the Greytown and Martinborough senior housing sites noting that the proposal allowed for fencing and ground improvements. A final decision to dispose of the land was not made.

The full DC2000/9 resolution reads as follows:

RESOLVED

(Stevens/Adamson)

DC2000/9 THAT:

- (1) *The General Manager's report No. GM84.2.00 dated 16 February 2000 be received.*
- (2) *The General Manager's Review Committee be asked to recommend, with options, a process for the employment of a General Manager upon the expiry of the existing 5 year term, and that it be in compliance with the existing or any amended legislation;*
- (3) *Council confirms recommendations 1 and 2 from report No. CPM79/11/99, Possible Sale of Council properties, forwarded to the Community Boards for comment at the Council meeting held on 15 December 1999;*
- (4)
 - *Council approve the sub-division of Lot 1 DP 29958 at the Greytown Flats, West Street, Greytown;*
 - *Sub-division of lots 491, 501-503 DP248 at the Martinborough Flats, Naples/Venice Streets, Martinborough, in conformity with a decision of the Martinborough Community Board, do not proceed at this stage but that if requested by the tenants for reasons of privacy and security, a fence be constructed along the boundary between the proposed lot 1 and lots 2 to 4;*
 - *The necessary notice under section 230 of the Local Government Act 1974 be advertised to allow for the possible sale of the Greytown sections;*
 - *The final decision to sell any or all of the sections be only by resolution of the Council; and*
- (5) *Council note the financial implications identified in the Report.*

2. Discussion

2.1 Work Undertaken to Progress the Subdivision

Following the Council decision in February 2000 an application for subdivision consent to create five lots at West Street, Greytown was applied for. Although an initial site investigation had been obtained which confirmed a landfill area, as part of the conditions, Council's Planning Manager required information from a more in-depth site

investigation to review the possibility of gasworks contaminants being present on site. This investigation had been strongly recommended by Greater Wellington Regional Council.

It appears that due to the expense of further investigation alongside the subsequent registration of conditions on respective land titles the project was shelved in March 2001. It was thought that the sections would not fetch a good market value and return on investment.

2.2 Consultation

At the time of the resolution in 2000, Council was required under section 230 of the Local Government Act 1974 to place a notice advertising a sale or exchange of any council land. Officers have found no evidence that an advertisement was placed in accordance with these provisions or that the public were consulted prior to the subdivision agreement decision being made.

Council is no longer required to carry out such public notification under the Local Government Act 2002 (LGA). However, Council would need to consider the extent that it is aware of the community's views about a decision to subdivide or dispose of the land in accordance with Council's Significance and Engagement Policy. Note that the senior housing itself is a significant asset under the policy and further requirements under the LGA relating to the disposal of assets are therefore engaged.

The Greytown Community Board reviewed this report on the 22 September 2021 and did not have any concerns regarding the potential for Council to revoke resolution DC2000/9(4) bullets one and three. The Community Board did request information and a suggestion on the future use of LOT 1 DP 29958, Greytown. Council officers will progress this separately.

2.3 Legal Implications

Council's Standing Order 23.6 permits the Chief Executive to prepare a report to allow a decision-making body to revoke or alter all or part of a resolution passed by a previous meeting.

2.4 Financial Considerations

There are no financial implications.

2.5 Options

Council may decide to do nothing, or fully revoke bullet point one and three from resolution DC2000/9.

Fully revoking a decision leaves no doubt with regards to Council's intent.

Doing nothing is unlikely to result in a sale as the resolution to subdivide is historic and Council officers would apply the Significance and Engagement Policy before a recommendation to sell would be presented to Council. However, there would remain a degree of uncertainty regarding Council's obligation to consider a subdivision request should one be presented.

3. Conclusion

Although there is not a standing resolution to sell Lot 1 DP 29958 at the Greytown Flats, West Street, Greytown, Council officers believe it would be prudent for Council to consider revoking the historical decision to subdivide this section of Council owned land to remove all doubt as to current status.

Contact Officer: Suzanne Clark, Committee Advisor

Reviewed By: Karen Yates, Policy and Governance Manager

SOUTH WAIRARAPA DISTRICT COUNCIL

17 NOVEMBER 2021

AGENDA ITEM C5

ADOPTION OF THE 2022 SCHEDULE OF ORDINARY MEETINGS

Purpose of Report

To adopt a schedule of ordinary Council and committee meetings for 2022.

Recommendations

Officers recommend that the Council:

1. *Receive the Adoption of the 2022 Schedule of Ordinary Meetings Report.*
2. *Consider whether resolution DC2020/124 endorsing an eight-week schedule of meetings needs to be revoked.*
3. *Adopt a 2022 schedule of ordinary meetings for Council and committees up to the 8 October 2022.*
4. *Delegate to the Chief Executive the ability to alter the schedule of ordinary meetings in consultation with the Mayor or committee chair as required.*

1. Background

Each year Council must consider a proposed meeting schedule for its ordinary Council and committee meetings for the following calendar year.

Council agreed (*resolution DC2020/124*) to move to an eight-week schedule for Council and Committees with additional or extraordinary meetings scheduled if additional business came to hand. Officers provided a comparative analysis of the committee structure and meeting frequency of other similar councils as part of the basis for moving to an eight-week cycle (included in Appendix 1). The Greytown and Featherston Community Boards moved to an eight-week cycle and Martinborough Community Board retained a six-week cycle.

Officers reported to the 3 November 2021 Council meeting with a schedule of meetings for next year based on an eight-week cycle. Officers advised that the Chair of the Māori Standing Committee had been consulted on the proposed schedule and had asked Council to consider an option of returning to the six-weekly meeting cycle for the Committee as the gap between the meetings has resulted in a feeling of business not moving forward.

Following discussion, Council requested officers report on a proposed meeting schedule based on a six-weekly cycle and with the potential for monthly meetings of the Finance Audit and Risk Committee. Council will need to consider the schedules and adopt a proposed meeting calendar that best allows Council to meet schedule 7 cl 19 of the Local Government Act. Council will need to consider whether to revoke resolution DC2020/124 if it chooses to move back to a six-week cycle.

2. Discussion

2.1 Meeting Provisions

The Local Government Act 2002, schedule 7, cl 19, requires Council to hold meetings.

19 General provisions for meetings

(1) A local authority must hold the meetings that are necessary for the good government of its region or district.

The Local Government Official Information and Meetings Act 1987, Part 7 specifies the process for calling meetings of the Local Authority.

The Local Government Act 2002 requires the Council to hold meetings necessary for the good government of its 'region or district'. The meetings must be called and conducted in accordance with the requirements set out in the Local Government Act 2002, and the Local Government Official Information and Meetings Act 1987, as well as the Standing Orders of South Wairarapa District Council.

Council may adopt a schedule of meetings that cover any future period the Council considers appropriate. This schedule may be amended at any time.

Additional ordinary, extraordinary, or emergency meetings may be scheduled from time to time by the Chair in consultation with the Chief Executive.

Officers reported to the 3 November 2021 Council meeting with a proposed meeting schedule from February 2022 based on an eight-week cycle. Council requested officers report on a meeting schedule based on a return to a six-weekly cycle and with the potential for monthly meetings of the Finance Audit and Risk Committee (FAR). These are attached as Appendices 2, 3 and 4.

2.2 Local Government Elections 2022

The pre-election period will start on the 8 July 2022 and run through to the 8 October 2022. There is an expectation that the operation of local authorities continues during this period and that elected members continue to have the right to govern and make decisions. Officers have noted Local Government NZ's advice regarding Council decision-making on new significant items in the pre-election period, but there is no requirement for territorial authorities to stop meeting.

The newly elected Council and community boards will consider the schedule of ordinary meetings for November and December 2022 as well as for 2023 following the election.

2.3 Scheduling Considerations

For the eight-weekly calendar meetings have been scheduled outside of school holidays with preference given to Wednesdays where possible.

For the six-weekly calendar priority was given to scheduling meetings on a Wednesday but minimising the number of Council meetings needed (i.e. utilising the 30 June to both adopt the Annual Plan and to conduct ordinary business).

Flexibility would be needed for the six weekly meeting schedule with monthly FAR meetings to fit all the meetings in. Some meetings would be held in the evening and one meeting has been scheduled for a Thursday.

2.4 Community Boards Under Schedule 7 of the LGA

Schedule 7 of the Local Government Act applies to councils, local boards and community boards. Community boards, therefore, must hold meetings for the good of their respective communities and must adopt their own meeting schedule.

Community Boards will be encouraged to adopt the same meeting schedule adopted by the Council.

2.5 Meeting Times

Proposed meeting times are:

| | Proposed Meeting Time |
|--------------------------|-----------------------|
| Council | 10:00am |
| P&R Committee | 10:00am |
| A&S Committee | 12:30pm |
| FAR Committee | varied |
| Māori Standing Committee | 6:00pm |

Councillor feedback is sought on the proposed meeting times. Where the above times are not available an alternative time will be scheduled.

Community boards will be asked to set their own meeting time. The Māori Standing Committee will be asked to confirm their preferred meeting time.

3. Options

The following options are being presented for consideration:

- eight-weekly meeting schedule (Appendix 2)
- six-weekly meeting schedule (Appendix 3)
- six-weekly meeting schedule with monthly FAR meetings (Appendix 4)

Officers have identified the following considerations and a summary of the advantages and disadvantages of the options below.

3.1.1. Officer Capacity

Governance reporting takes a significant amount of time for officers. This includes drafting and review of the reports and meeting preparation, attendance and follow-up. The time commitment impacts officers' capacity to undertake "business as usual". Officers have found that the eight-weekly governance meeting cycle allows officers more time to move operational matters forward and to undertake annual plan and long-term plan programmed work.

The primary advantage of an eight-weekly cycle is to allow officers more time to focus on business as usual activities. There is an opportunity cost because there is less time available to carry out operational and project work.

The following table shows the estimated hourly savings of all officers for an eight-week cycle versus a six-week cycle per cycle. An assumption has been made that the same number of decision reports would still need to be prepared regardless of the meeting cycle length, so that time is not included in the hourly total.

Estimated hours saved for a 8-weekly meeting schedule versus a 6-weekly cycle

| | Approx. Average Hours Saved Per Cycle |
|----------------------------|---------------------------------------|
| Council | 49 |
| Committees (P&R, A&S, MSC) | 94 |
| Community Boards | 77 |

In addition, there are a number of projects in the governance area scheduled for this year that may need to be postponed, cancelled or contracted out due to the impact of increased reporting. These include:

- Review of Code of Conduct
- Review of Standing Orders
- Conflict of interest training
- Development of the delegations register
- Update of reporting template, guidance and officer training
- Community Board liaison including potential Service Level Agreement and Charter
- Representation review research and engagement
- Committee structure and terms of reference review for new Council
- Elections and induction preparation

There are additional financial implications associated with a decision to adopt a six-weekly meeting cycle with monthly reporting to FAR. It will be necessary to employ additional financial and governance resources to assist with this level of reporting. This cost is estimated at \$50,000 per annum and is not budgeted in the Long-Term Plan.

There may also be project impacts across the Partnership and Operations and Planning and Environment teams due to the need to produce additional information reports.

3.2 Extra meetings

Councillors considered that the current eight-weekly cycle may not provide sufficient opportunity for oversight as there was a need for extra meetings during October/November 2021. Officers noted when recommending a move to eight-weekly meetings that extraordinary meetings could be held for matters that could not wait until the next meeting. Three extra Council meetings were held in October/November; to discuss the 2021/22 rates increase and Spatial Plan and to adopt the Alcohol Control Bylaw. However, the rates increase and Spatial Plan meetings were called specifically to address these single issues outside of ordinary business and would have been called separately if a six-weekly meeting cycle had been in operation.

3.3 Good Government

The Local Government Act 2002 requires the Council to hold meetings necessary for the good government of its region or district. Although more meetings provide the opportunity for Council to consider more information, it does not necessarily mean that more information and decision reports will be generated. More meetings does not necessarily equate to better government. The comparative analysis of other council committee structures and frequency of meetings included in Appendix 1 identifies that a six-weekly cycle, particularly one with monthly FAR meetings, would result in a meeting volume significantly higher than comparable councils. Arguably, the impact on officer capacity highlighted above may result in a decrease in outputs and in achieving community outcomes which would be inconsistent with good government.

In addition, there is a risk with monthly FAR meetings that the governing body moves outside of its governance role and into the role of the Chief Executive and officers regarding the management of activities and implementation of decisions of the Council.

3.4 Summary of advantages and disadvantages

| | Advantages | Disadvantages | No. of Proposed Governance meetings (not incl Community Board or Joint Committees) |
|--------------------|--|--|--|
| Eight-weekly Cycle | <p>Officers have more time to focus on business as usual and programmed activities.</p> <p>Encourages officers to forward plan any required decision making.</p> <p>Councillors have more time to focus on community advocacy and representation outside of meetings.</p> <p>Fewer meetings cancelled due to lack of decision-making business.</p> | <p>Councillors may not feel as up-to-date about key projects and business as usual operations.</p> <p>Potential public perception that Council is operating with less visibility and governance oversight.</p> <p>Extraordinary meetings may need to be held if urgent matters arise that can't be dealt with at a scheduled committee or Council meeting.</p> <p>Officers need to forward plan engagement to ensure no delays to project timeframes</p> | 26 |

| | Advantages | Disadvantages | No. of Proposed Governance meetings (not incl Community Board or Joint Committees) |
|------------------------------|---|--|--|
| | | and to ensure that extraordinary meetings are kept to a minimum. | |
| Six-weekly Cycle | Councillors feel more up-to-date on key activities and business as usual operations. Potential public perception that Council is operating with more visibility and governance oversight. The potential for less extraordinary meetings. | Officers have less time to focus on business as usual and programmed activities. Financial implications associated with reduced officer capacity. Councillors have less time to focus on community advocacy and representation outside of meetings. A higher level of council meeting time commitment may be required from councillors. | 34 |
| Six-weekly with FAR monthly) | Councillors feel more up-to-date on key activities and business as usual operations. Potential public perception that Council is operating with more visibility and governance oversight. The potential for less extraordinary meetings. More regular visibility of Council's finances | Officers have less time to focus on business as usual and programmed activities. Financial implications associated with reduced officer capacity. Councillors have less time to focus on community advocacy and representation outside of meetings. A higher level of council meeting time commitment may be required from councillors. Risk of confusion between governance and management roles. | 37 |

3.5 Revoking a Council resolution

Council's Standing Order 23.6 permits the Chief Executive to prepare a report to allow a decision-making body to revoke or alter all or part of a resolution passed by a previous meeting.

Council may decide to revoke resolution DC2020/124 and remain silent on a preferred meeting cycle length enabling the calendar to be reviewed on a yearly basis without the need to consider a meeting cycle decision.

4. Financial Considerations

There are no financial implications associated with a decision to adopt an eight-weekly calendar cycle.

The financial and resource implications associated with a decision to adopt a six-weekly schedule cycle is identified in the report.

5. Engagement and Communications

The Chief Executive and executive leadership team were consulted when developing the draft 2022 meeting schedule.

All options allow the Chief Executive to properly notify the public of the times and dates of meetings in accordance with Part 7 of the Local Government Official Information and Meetings Act 1987.

Once a 2022 schedule is adopted, the meetings will be notified on Council's website.

6. Appendices

Appendix 1 – Council Committee Structure Comparison

Appendix 2 – Proposed 2022 Schedule of Ordinary Meetings eight-weekly cycle

Appendix 3 – Proposed 2022 Schedule of Ordinary Meetings six-weekly cycle

Appendix 4 – Proposed 2022 Schedule of Ordinary Meetings varied cycle

Contact Officer: Harry Wilson, Chief Executive Officer
Reviewed By: Karen Yates, Policy and Governance Manager
Katrina Neems, Chief Financial Officer

Appendix 1 – Council Committee Structure Comparison

Council Committee Structure Comparison 2021

Carterton District Council (population 10,050)

| | Frequency (as per TOR) |
|---------------------------------------|---|
| Council | Eight-weekly (in practice some variation to accommodate plan adoptions) |
| Audit and Risk Committee | Quarterly |
| Infrastructure and Services Committee | 8-weekly |
| Policy and Strategy Committee | 8-weekly |
| Hearings Committee | As required |
| Rural Travel Committee | Annually |
| Water Race Committee | Quarterly |
| Community Grants | Annually |

Ōtorohanga District Council (population 10,750)

| | Frequency |
|------------------------------|--|
| Council | Monthly |
| Risk and Assurance Committee | Quarterly (TOR) |
| CEO Review | Unknown |
| Grants and Awards | As required (TOR) |
| Ōtorohanga Community Board | Monthly |
| Kāwhia Community Board | Monthly (less frequently in practice, some meetings cancelled) |

Ruapehu District Council (population 12,900)

| | Frequency |
|-----------------------------------|-----------------|
| Council | Every 2-3 weeks |
| Taumarunui / Ohura Ward Committee | 8-weekly |
| Audit and Risk Committee | quarterly |
| Hearings Committee | as required |
| National Park Community Board | 6-weekly |
| Waimarino-Waiouru Community Board | monthly |

Central Hawkes Bay District Council (population 15,600)

| | Frequency |
|--|---|
| Council | 8-weekly but hold additional meetings as required |
| Strategy and Wellbeing Committee | 8-weekly |
| Finance and Planning Committee | 8-weekly |
| Risk and Assurance | 8-weekly |
| CEO Employment and Performance Committee | 3 times a year |

Masterton District Council (population 28,200)

| | Frequency |
|---------------------------------------|-------------|
| Council | 6-weekly |
| Infrastructure and Services Committee | 6-weekly |
| Audit and Risk Committee | quarterly |
| Awards and Grants Committee | As required |
| Hearings Committee | As required |
| CE Performance Review Committee | As required |

Appendix 2 – Proposed 2022 Schedule of Ordinary Meetings eight weekly cycle

| 2022 | JANUARY | FEBRUARY | MARCH | APRIL | MAY | JUNE | JULY | AUGUST | SEPTEMBER | OCTOBER | 2022 |
|------|---------------------|----------------|---------------------------|------------------|----------------------------|--------------------|--------------------|---------------------------|-------------------|--------------------------------|------|
| MON | | | | | | | | 1 | | | MON |
| TUE | | 1 | 1 | | | | | 2 MSC | | | TUE |
| WED | | 2 | 2 | | | 1 Council | | 3 GCB | | | WED |
| THU | | 3 | 3 | | | 2 | | 4 WCDP | 1 CEO | | THU |
| FRI | | 4 | 4 | 1 | | 3 | 1 | 5 | 2 | | FRI |
| SAT | 1 New Years Day | 5 | 5 | 2 | | 4 | 2 | 6 | 3 | 1 | SAT |
| SUN | 2 | 6 | 6 | 3 | 1 | 5 | 3 | 7 | 4 | 2 | SUN |
| MON | 3 Public Holiday | 7 Waitangi Day | 7 | 4 | 2 | 6 Queens Bday | 4 | 8 | 5 Shared Services | 3 | MON |
| TUE | 4 | 8 | 8 | 5 | 3 | 7 MSC | 5 | 9 FCB | 6 | 4 | TUE |
| WED | 5 | 9 Council | 9 A&S/P&R | 6 Council | 4 A&S/P&R | 8 GCB/WLS (CDC) | 6 WLS (SWDC) | 10 FAR | 7 Grant SubCtte | 5 | WED |
| THU | 6 | 10 WLS (SWDC) | 10 | 7 MCB | 5 WLS (CDC) | 9 | 7 | 11 MCB | 8 Grant SubCtte | 6 | THU |
| FRI | 7 | 11 | 11 | 8 | 6 | 10 | 8 | 12 | 9 | 7 | FRI |
| SAT | 8 | 12 | 12 | 9 | 7 | 11 | 9 | 13 | 10 | 8 POLLING DAY | SAT |
| SUN | 9 | 13 | 13 | 10 | 8 | 12 | 10 | 14 | 11 | 9 | SUN |
| MON | 10 | 14 | 14 | 11 FCB | 9 | 13 | 11 | 15 | 12 | 10 | MON |
| TUE | 11 | 15 MSC | 15 | 12 MSC | 10 Combined Council (GWRC) | 14 FCB | 12 | 16 | 13 MSC | 11 | TUE |
| WED | 12 | 16 GCB | 16 Combined Council (MDC) | 13 GCB | 11 | 15 FAR | 13 | 17 Combined Council (CDC) | 14 GCB | 12 | WED |
| THU | 13 | 17 | 17 | 14 | 12 WCDP | 16 | 14 | 18 | 15 WCDP | 13 | THU |
| FRI | 14 | 18 | 18 | 15 Easter Friday | 13 | 17 | 15 | 19 | 16 | 14 | FRI |
| SAT | 15 | 19 | 19 | 16 | 14 | 18 | 16 | 20 | 17 | 15 | SAT |
| SUN | 16 | 20 | 20 | 17 | 15 | 19 | 17 | 21 | 18 | 16 | SUN |
| MON | 17 | 21 | 21 | 18 Easter Monday | 16 | 20 | 18 | 22 | 19 | 17 | MON |
| TUE | 18 | 22 FCB | 22 | 19 | 17 | 21 | 19 | 23 | 20 FCB | 18 | TUE |
| WED | 19 | 23 FAR | 23 | 20 FAR | 18 AP Reserve | 22 | 20 | 24 A&S/P&R | 21 Council | 19 | WED |
| THU | 20 | 24 WCDP/MCB | 24 | 21 | 19 AP Reserve /MCB | 23 WCDP | 21 LGNZ Conference | 25 | 22 MCB | 20 | THU |
| FRI | 21 | 25 | 25 | 22 | 20 AP Reserve | 24 Matariki | 22 LGNZ Conference | 26 | 23 | 21 | FRI |
| SAT | 22 | 26 | 26 | 23 | 21 | 25 | 23 LGNZ Conference | 27 | 24 | 22 | SAT |
| SUN | 23 | 27 | 27 | 24 | 22 | 26 | 24 | 28 | 25 | 23 | SUN |
| MON | 24 Wgtn Anniversary | 28 | 28 | 25 ANZAC Day | 23 | 27 Shared Services | 25 | 29 | 26 | 24 Labour Day | MON |
| TUE | 25 | | 29 | 26 | 24 | 28 | 26 | 30 | 27 | 25 | TUE |
| WED | 26 | | 30 CEO/AP Reserve | 27 | 25 | 29 A&S/P&R | 27 Council | 31 | 28 | 26 Council First Mtg (pending) | WED |
| THU | 27 | | 31 WCDP | 28 | 26 | 30 Council AP/MCB | 28 | | 29 | 27 | THU |
| FRI | 28 | | | 29 | 27 | | 29 | | 30 | 28 | FRI |
| SAT | 29 | | | 30 | 28 | | 30 | | | 29 | SAT |
| SUN | 30 | | | | 29 | | 31 | | | 30 | SUN |
| MON | 31 Shared Servcies | | | | 30 | | | | | 31 | MON |
| TUE | | | | | 31 | | | | | | TUE |

| | | | |
|---------------|-------------------------------|------|---|
| COUNCIL | District Council meeting | A&S | Assets and Services Committee |
| MCB | Martinborough Community Board | P&R | Planning and Regulatory Committee |
| FCB | Featherston Community Board | FAR | Finance Audit and Risk Committee |
| GCB | Greytown Community Board | | School holidays |
| MSC | Māori Standing Committee | WLS | Wairarapa Library Service Joint Committee |
| CEO | CEO Review Committee | WCDP | Wairarapa District Plan Joint Committee |
| WRC | Water Race Subcommittee (TBC) | | |
| Grant SubCtte | Grants Subcommittee | | |

Appendix 3 – Proposed 2022 Schedule of Ordinary Meetings six weekly cycle

| 2022 | JANUARY | FEBRUARY | MARCH | APRIL | MAY | JUNE | JULY | AUGUST | SEPTEMBER | OCTOBER | 2022 |
|------|---------------------|----------------|---------------------------|------------------|---------------------------------|--------------------|--------------------|---------------------------|-------------------|--------------------------------|------|
| MON | | | | | | | | 1 | | | MON |
| TUE | | 1 | 1 | | | | | 2 MSC | | | TUE |
| WED | | 2 A&S/P&R | 2 | | | 1 A&S/P&R | | 3 GCB/FAR | | | WED |
| THU | | 3 | 3 | | | 2 | | 4 WCDP | 1 CEO | | THU |
| FRI | | 4 | 4 | 1 | | 3 | 1 | 5 | 2 | | FRI |
| SAT | 1 New Years Day | 5 | 5 | 2 | | 4 | 2 | 6 | 3 | 1 | SAT |
| SUN | 2 | 6 | 6 | 3 | 1 | 5 | 3 | 7 | 4 | 2 | SUN |
| MON | 3 Public Holiday | 7 Waitangi Day | 7 | 4 | 2 | 6 Queens Bday | 4 | 8 | 5 Shared Services | 3 | MON |
| TUE | 4 | 8 | 8 | 5 FCB | 3 | | 5 | 9 FCB | 6 | 4 | TUE |
| WED | 5 | 9 | 9 A&S/P&R | 6 Council | 4 | 8 WLS (CDC) | 6 WLS (SWDC) | 10 Council | 7 Grant SubCtte | 5 | WED |
| THU | 6 | 10 WLS (SWDC) | 10 | 7 MCB | 5 WLS (CDC) | 9 | 7 | 11 MCB | 8 Grant SubCtte | 6 | THU |
| FRI | 7 | 11 | 11 | 8 | 6 | 10 | 8 | 12 | 9 | 7 | FRI |
| SAT | 8 | 12 | 12 | 9 | 7 | 11 | 9 | 13 | 10 | 8 POLLING DAY | SAT |
| SUN | 9 | 13 | 13 | 10 | 8 | 12 | 10 | 14 | 11 | 9 | SUN |
| MON | 10 | 14 | 14 | 11 | 9 | 13 | 11 | 15 | 12 | 10 | MON |
| TUE | 11 | 15 MSC | 15 | 12 | 10 Combined Council (GWRC) /MSC | 14 | 12 | 16 | 13 MSC | 11 | TUE |
| WED | 12 | 16 GCB/FAR | 16 Combined Council (MDC) | 13 | 11 GCB/FAR | | 13 A&S/P&R | 17 Combined Council (CDC) | 14 GCB/FAR | 12 | WED |
| THU | 13 | 17 | 17 | 14 | 12 WCDP | 16 | 14 | 18 | 15 WCDP | 13 | THU |
| FRI | 14 | 18 | 18 | 15 Easter Friday | 13 | 17 | 15 | 19 | 16 | 14 | FRI |
| SAT | 15 | 19 | 19 | 16 | 14 | 18 | 16 | 20 | 17 | 15 | SAT |
| SUN | 16 | 20 | 20 | 17 | 15 | 19 | 17 | 21 | 18 | 16 | SUN |
| MON | 17 | 21 | 21 | 18 Easter Monday | 16 | 20 | 18 | 22 | 19 | 17 | MON |
| TUE | 18 | 22 FCB | 22 | 19 | 17 FCB | 21 MSC | 19 | 23 | 20 FCB | 18 | TUE |
| WED | 19 | 23 Council | 23 | 20 A&S/P&R | 18 AP Reserve/ Council | 22 GCB/FAR | 20 | 24 A&S/P&R | 21 Council | 19 | WED |
| THU | 20 | 24 WCDP/MCB | 24 | 21 | 19 AP Reserve /MCB | 23 WCDP | 21 LGNZ Conference | 25 | 22 MCB | 20 | THU |
| FRI | 21 | 25 | 25 | 22 | 20 AP Reserve | 24 Matariki | 22 LGNZ Conference | 26 | 23 | 21 | FRI |
| SAT | 22 | 26 | 26 | 23 | 21 | 25 | 23 LGNZ Conference | 27 | 24 | 22 | SAT |
| SUN | 23 | 27 | 27 | 24 | 22 | 26 | 24 | 28 | 25 | 23 | SUN |
| MON | 24 Wgtn Anniversary | 28 | 28 | 25 ANZAC Day | 23 | 27 Shared Services | 25 | 29 | 26 | 24 Labour Day | MON |
| TUE | 25 | | 29 MSC | 26 | 24 | 28 FCB | 26 | 30 | 27 | 25 | TUE |
| WED | 26 | | 30 CEO/GCB/FAR | 27 | 25 | 29 | 27 | 31 | 28 | 26 Council First Mtg (pending) | WED |
| THU | 27 | | 31 WCDP | 28 | 26 | 30 Council AP/MCB | 28 | | 29 | 27 | THU |
| FRI | 28 | | | 29 | 27 | | 29 | | 30 | 28 | FRI |
| SAT | 29 | | | 30 | 28 | | 30 | | | 29 | SAT |
| SUN | 30 | | | | 29 | | 31 | | | 30 | SUN |
| MON | 31 Shared Servcies | | | | 30 | | | | | 31 | MON |
| TUE | | | | | 31 | | | | | | TUE |

| | | | |
|---------------|-------------------------------|------|---|
| COUNCIL | District Council meeting | A&S | Assets and Services Committee |
| MCB | Martinborough Community Board | P&R | Planning and Regulatory Committee |
| FCB | Featherston Community Board | FAR | Finance Audit and Risk Committee |
| GCB | Greytown Community Board | | School holidays |
| MSC | Māori Standing Committee | WLS | Wairarapa Library Service Joint Committee |
| CEO | CEO Review Committee | WCDP | Wairarapa District Plan Joint Committee |
| WRC | Water Race Subcommittee (TBC) | | |
| Grant SubCtte | Grants Subcommittee | | |

Appendix 4 – Proposed 2022 Schedule of Ordinary Meetings varied cycle

| 2022 | JANUARY | FEBRUARY | MARCH | APRIL | MAY | JUNE | JULY | AUGUST | SEPTEMBER | OCTOBER | 2022 |
|------|---------------------|----------------|---------------------------|------------------|---------------------------------|--------------------|--------------------|--------------------------------|-------------------|--------------------------------|------|
| MON | | | | | | | | 1 | | | MON |
| TUE | | 1 | 1 | | | | | 2 MSC | | | TUE |
| WED | | 2 A&S/P&R/FAR | 2 | | | 1 A&S/P&R | | 3 GCB | | | WED |
| THU | | 3 | 3 FAR | | | 2 | | 4 WCDP | 1 CEO | | THU |
| FRI | | 4 | 4 | 1 | | 3 | 1 | 5 | 2 | | FRI |
| SAT | 1 New Years Day | 5 | 5 | 2 | | 4 | 2 | 6 | 3 | 1 | SAT |
| SUN | 2 | 6 | 6 | 3 | 1 | 5 | 3 | 7 | 4 | 2 | SUN |
| MON | 3 Public Holiday | 7 Waitangi Day | 7 | 4 | 2 | 6 Queens Bday | 4 | 8 | 5 Shared Services | 3 | MON |
| TUE | 4 | 8 | 8 | 5 FCB | 3 | | 5 | 9 FCB | 6 | 4 | TUE |
| WED | 5 | 9 | 9 A&S/P&R | 6 Council | 4 | 8 WLS (CDC) | 6 WLS (SWDC) | 10 Council | 7 Grant SubCtte | 5 | WED |
| THU | 6 | 10 WLS (SWDC) | 10 | 7 MCB | 5 WLS (CDC) | 9 | 7 | 11 MCB | 8 Grant SubCtte | 6 | THU |
| FRI | 7 | 11 | 11 | 8 | 6 | 10 | 8 | 12 | 9 | 7 | FRI |
| SAT | 8 | 12 | 12 | 9 | 7 | 11 | 9 | 13 | 10 | 8 POLLING DAY | SAT |
| SUN | 9 | 13 | 13 | 10 | 8 | 12 | 10 | 14 | 11 | 9 | SUN |
| MON | 10 | 14 | 14 | 11 | 9 | 13 | 11 | 15 | 12 | 10 | MON |
| TUE | 11 | 15 MSC | 15 | 12 | 10 Combined Council (GWRC) /MSC | 14 | 12 | 16 | 13 MSC | 11 | TUE |
| WED | 12 | 16 GCB | 16 Combined Council (MDC) | 13 | 11 GCB | | 13 A&S/P&R | 17 Combined Council (CDC)/ FAR | 14 GCB/FAR | 12 | WED |
| THU | 13 | 17 | 17 | 14 | 12 WCDP | 16 | 14 | 18 | 15 WCDP | 13 | THU |
| FRI | 14 | 18 | 18 | 15 Easter Friday | 13 | 17 | 15 | 19 | 16 | 14 | FRI |
| SAT | 15 | 19 | 19 | 16 | 14 | 18 | 16 | 20 | 17 | 15 | SAT |
| SUN | 16 | 20 | 20 | 17 | 15 | 19 | 17 | 21 | 18 | 16 | SUN |
| MON | 17 | 21 | 21 | 18 Easter Monday | 16 | 20 | 18 | 22 | 19 | 17 | MON |
| TUE | 18 | 22 FCB | 22 | 19 | 17 FCB | 21 MSC | 19 | 23 | 20 FCB | 18 | TUE |
| WED | 19 | 23 Council | 23 | 20 A&S/P&R | 18 AP Reserve | 22 GCB/FAR | 20 FAR | 24 A&S/P&R | 21 Council | 19 | WED |
| THU | 20 | 24 WCDP/MCB | 24 | 21 | 19 AP Reserve /MCB | 23 WCDP | 21 LGNZ Conference | 25 | 22 MCB | 20 | THU |
| FRI | 21 | 25 | 25 | 22 | 20 AP Reserve | 24 Matariki | 22 LGNZ Conference | 26 | 23 | 21 | FRI |
| SAT | 22 | 26 | 26 | 23 | 21 | 25 | 23 LGNZ Conference | 27 | 24 | 22 | SAT |
| SUN | 23 | 27 | 27 | 24 | 22 | 26 | 24 | 28 | 25 | 23 | SUN |
| MON | 24 Wgtn Anniversary | 28 | 28 | 25 ANZAC Day | 23 | 27 Shared Services | 25 | 29 | 26 | 24 Labour Day | MON |
| TUE | 25 | | 29 MSC | 26 | 24 | 28 FCB | 26 | 30 | 27 | 25 | TUE |
| WED | 26 | | 30 CEO/GCB/FAR | 27 FAR | 25 Council | 29 | 27 | 31 | 28 | 26 Council First Mtg (pending) | WED |
| THU | 27 | | 31 WCDP | 28 | 26 FAR | 30 Council AP/MCB | 28 | | 29 | 27 | THU |
| FRI | 28 | | | 29 | 27 | | 29 | | 30 | 28 | FRI |
| SAT | 29 | | | 30 | 28 | | 30 | | | 29 | SAT |
| SUN | 30 | | | | 29 | | 31 | | | 30 | SUN |
| MON | 31 Shared Servcies | | | | 30 | | | | | 31 | MON |
| TUE | | | | | 31 | | | | | | TUE |

| | | | |
|---------------|-------------------------------|------|---|
| COUNCIL | District Council meeting | A&S | Assets and Services Committee |
| MCB | Martinborough Community Board | P&R | Planning and Regulatory Committee |
| FCB | Featherston Community Board | FAR | Finance Audit and Risk Committee |
| GCB | Greytown Community Board | | School holidays |
| MSC | Māori Standing Committee | WLS | Wairarapa Library Service Joint Committee |
| CEO | CEO Review Committee | WCDP | Wairarapa District Plan Joint Committee |
| WRC | Water Race Subcommittee (TBC) | | |
| Grant SubCtte | Grants Subcommittee | | |

SOUTH WAIRARAPA DISTRICT COUNCIL

17 NOVEMBER 2021

AGENDA ITEM C6

CLIMATE CHANGE

Purpose of Report

Adopt the joint submission (three Wairarapa District Councils) to the Ministry for the Environment's consultation on the *Te hau mārohi ki anamata Transitioning to a low-emissions and climate-resilient future* discussion document.

Recommendations

Officers recommend that the Council:

1. *Receives the Climate Change report.*
2. *Receives the Te hau mārohi ki anamata Transitioning to a low-emissions and climate-resilient future discussion document*
3. *Receives the summary of the Te hau mārohi ki anamata Transitioning to a low-emissions and climate-resilient future discussion document*
4. *Receives the joint submission to Te hau mārohi ki anamata Transitioning to a low-emissions and climate-resilient future*
5. *Adopts the joint submission.*

1. Background

Te hau mārohi ki anamata Transitioning to a low-emissions and climate-resilient future

The Ministry for the Environment (MfE) is consulting on what should be included in New Zealand's first emissions reduction plan via the *Te hau mārohi ki anamata Transitioning to a low-emissions and climate-resilient future* discussion document. Consultation opened 13 October and will close on 24 November 2021.

The Emissions Reduction Plan (Plan) will set out the actions New Zealand will take to meet our first emissions budget, put us on the path to meet our second and third, and transition to a low-emissions future in a way that is achievable and affordable. The first Plan will be published in May 2022. The guiding principles for Government decisions on the Plan are:

- A fair, equitable and inclusive transition
- An evidence-based approach
- Environmental and social benefits beyond emissions reductions
- Upholding Te Tiriti o Waitangi
- A clear, ambitious, and affordable path

The discussion document was informed by independent advice from the Climate Change Commission (the Commission) in June 2021. The discussion document can be found on the MfE website:

<https://environment.govt.nz/publications/emissions-reduction-plan-discussion-document/>

1.1 We have already provided advice to the Climate Change Commission

The three Wairarapa District Councils submitted on the Climate Change Commission's 2021 Draft Advice in March 2021. The joint submission generally supported the Commission's draft advice, but also highlighted parts of the draft advice that from rural/provincial perspective will require Government's particular attention when it comes to policy development.

2. Discussion

2.1 Three Wairarapa District Councils' Submission: Key Points

This submission is a joint submission of the three Wairarapa District Councils. This was developed in consultation with elected members that are members of the Wairarapa Climate Change Caucus (Elected Members from the three Wairarapa District Council with the Climate change portfolio).

The submission largely iterates the points that the three Wairarapa District Councils made in response to the Commission's 2021 Draft Advice in March 2021 and reinforces the role of local government in responding to climate change, as well as the resourcing that is required.

The submissions includes general feedback as well as responding to questions relating to the following areas: transition pathways, helping sectors adapt, working with our Tiriti partners, making an equitable transition, government accountability and coordination, funding and financing, emissions pricing, planning, research, science and innovation, behaviour change, moving to a circular economy, transport, energy and industry, building and construction, agriculture, waste, Fluorinated gases (F-gases), and forestry.

General feedback in this submission reflects the need for a Plan with a clear pathway on how the actions will be pursued and funded. It notes that many of the questions asked this consultation round were already asked when the Commission consulted on their Draft Advice and that there is a lack of detail in the discussion document than what was anticipated in terms of getting closer to seeing a draft Plan.

3. Next steps

Following approval by all three of the Wairarapa District Councils, the joint response will be submitted to the MfE before consultation closes on 24 November 2021.

4. Considerations

4.1 Climate change

There are no direct implications as a result of this decision to approve this submission.

However, this submission will help the Government to write the Emissions Reduction Plan, so we can expect New Zealand to lower its greenhouse gas emissions and adapt to climate change in a more appropriate way in the near future.

4.2 Tāngata whenua

The submission comments that iwi/Māori views should be imbedded in all climate change actions, and that the councils support any initiatives that will empower and adequately resource iwi and hapori Māori to participate in the development of any national climate change plans, including a transition strategy.

4.3 Financial impact

No financial implications have been identified as a result of this decision to approve this submission.

4.4 Community engagement requirements

No communication or engagement plan is required as a result of this decision to approve this submission.

4.5 Significance, Engagement and Consultation

The decision has been assessed against Council's Significance and Engagement Policy and is of low significance.

5. Conclusion

It is recommended that the Council adopt the joint submission.

6. Appendices

Appendix 1 – *Te hau mārohi ki anamata Transitioning to a low-emissions and climate-resilient future* discussion document

Appendix 2 – Summary of the *Te hau mārohi ki anamata Transitioning to a low-emissions and climate-resilient future* discussion document

Appendix 3 – Joint submission to *Te hau mārohi ki anamata Transitioning to a low-emissions and climate-resilient future*

Contact Officer: Melanie Barthe, Climate Change Advisor

Reviewed By: Karen Yates, Policy and Governance Manager

**Appendix 1 – *Te hau mārohi ki
anamata Transitioning to a low-
emissions and climate-resilient future*
discussion document**



Te hau mārohi ki anamata

Transitioning to a low-emissions and climate-resilient future

Have your say and shape the emissions reduction plan



Ministry for the
Environment
Manatū Mō Te Taiao

New Zealand Government

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Message from the Minister of Climate Change

Of the many challenges we face, the climate crisis is the one that will shape the lives of our children and grandchildren the most.

Over the last three and half years we have been putting in place the foundations for a low-carbon Aotearoa New Zealand that will be a catalyst for job creation, innovation, and prosperity for decades to come.

In that future, many of our everyday tasks will be powered by clean, renewable energy; there will be cleaner air to breathe; cars charged overnight by renewables; homes heated by the power of the sun, and kept warm by insulation; and we'll have lower energy bills, so there is more money in people's pockets to enjoy what they love.

Kids going to schools heated by clean energy because of the work we are doing to replace coal boilers. Cleaner options for getting around because of the billions we've invested in rail, light rail, buses, walking and cycling infrastructure. People travelling to work in more efficient cars powered by cleaner fuels because of the Biofuels Mandate and Clean Car Standard.

Warm, dry homes for people to live in because of the expansion of the Warmer Kiwi Homes programme and energy efficiency standards for new state homes. Cleaner and more efficient workplaces because of the Building for Climate Change programme. Low-emission business employing hundreds of people in well-paid jobs thanks to support from the Government Investment in Decarbonising Industry Fund.

New innovations in clean tech because of the unique support provided by the Green Investment Fund. New job and business opportunities in the clean energy industries of the future because of the work we have done to build a new energy research centre in Taranaki to kickstart the hydrogen economy. A public service that leads by example because of the tens of millions invested in zero-emission vehicles and our commitment to carbon neutrality by 2025. Carbon sinks all over the country thanks to the \$1.2 billion invested in Jobs for Nature. Companies reporting to shareholders on their climate-related risks and redirecting capital to cleaner ways of doing business.

Every single one of these achievements is part of the enduring framework we are putting in place for a low-carbon, climate-friendly Aotearoa. A clean-tech, high-value economy that works for everyone. A future that is more equitable, more prosperous, and more innovative – and all within planetary limits.

None of this is to say that our job is done. Far from it. We are yet to see a sustained decline in the pollution we put into the atmosphere. And even when we do, we need to ensure that decline continues and, in fact, picks up pace, every year until we hit net zero. The Climate Change Commission's final advice made clear that this is possible, but only if we act now – and that we do so across a range of areas, including energy, transport, waste, agriculture, construction and financial services.

The Climate Change Response Act 2002 requires us to publish the emissions reduction plan by 31 May 2022, setting out how we will meet our climate targets. Over the last few months, Ministers have been discussing what contribution their agencies can make to this plan. This

work will continue throughout this consultation, but we wanted to take the opportunity to share with you some of the new ideas that have come up – and to get your feedback.

The emissions reduction plan will set the direction for climate action for the next 15 years and require action across a range of areas, including energy, transport, waste, agriculture, construction and financial services.

The document that follows is a focused look at some of the new ideas Ministers have come up with in each of these areas – policies that may be in the final emissions reduction plan. You will see there is still work to do, but that is precisely why your feedback is so important.

We also want to make sure that the emissions reduction plan reflects the part we must all play in the transition to a low-emissions future. Government policy will be crucial, but so too are the plans and strategies you will develop to reduce emissions in your own organisations and communities. We want to hear what these plans are – and how we can support you so that together we build a better, cleaner future.

The final emissions reduction plan needs to pull together the collective effort of every part of Aotearoa. It needs to set out future policy and regulatory change, but also the action that can be taken in every business, every town and city, and every community.

We look forward to hearing from you.

A handwritten signature in black ink, appearing to read 'James Shaw'. The signature is fluid and cursive, with a large loop at the end.

Hon James Shaw
Minister of Climate Change

Why we're consulting

Our first emissions reduction plan will be published in May 2022. This plan will set out the policies and strategies Aotearoa New Zealand will take to meet our first emissions budget, helping to transition to a low-emissions future in a way that is achievable and affordable.

Since the final advice of the independent Climate Change Commission (Commission) was published in June, conversations have been underway across Government about how Ministers and agencies can support emissions reductions in their portfolios – and what can be included in the final plan.

Some of the ideas that have come from these conversations form the basis of this discussion document, and we would like your feedback on them. Other ideas have already been consulted on – either through previous policy development, or the Commission's consultation – and are not included here. For these reasons, we are not presenting a draft plan in full. We know there is still work to do to make sure we meet our emissions budgets, and we want to hear your ideas so we can make sure they inform the conversations underway across Government.

We also want to hear about the part you will play in the transition – the steps your community can take, the low-carbon investments you can make in your businesses, the plans you can put in place on your farm, or the changes you can make – and what you need from the Government to support these changes. You know your organisations best, and what can be achieved. Tell us what could be included in the final plan and what you need from us to make it happen.

While the Government has an important role to play in getting the policy and regulatory settings right, we cannot do it alone. Building a low-emissions economy is a collective effort. Every tonne of emissions that needs to be reduced can only come about because of decisions made by businesses, community leaders and landowners, as well as by individuals and their families. From the small things – like working from home more often to cut down on trips in the car – to the more significant economy-wide change that will need to happen over a long period of time, the most important thing is that these decisions, including those made by Government, collectively add up to the reductions needed to meet our emissions budgets.

It's true to say that some of these changes can only be made if they are supported by policy or regulatory change. But that's not always the case, and the final emissions reduction plan needs to reflect this. It will make clear what part the Government will play and what emissions reductions can be achieved through policy, but it must also capture the huge contribution you can make.

This document is intended to encourage a discussion about what could be included in the final plan. There is no part of Aotearoa, no business, no community, no farm, no family, whose future will not be shaped in some way by the decisions we all take about what goes in the plan. This is why it is so important to get them right, and why the final plan needs to reflect the Government's ambition, as well as your own.

We also need to think about how we achieve this together. Since the Commission's final advice was published, additional work has been done on our starting point for the next three emissions budgets. This work shows the task ahead is more significant than the Commission anticipated. This means that we need to decide on the period over which we can achieve the emissions reductions. It doesn't change the goal – a net-zero-carbon Aotearoa for our children to enjoy – but it does change the way we go about it. If it is possible to lay the foundations

now for deeper cuts in the second emissions budget period, then that is what we should do. However, we want to hear from you about what is achievable over the next few years so we can make the best decision for future generations.

Introduction

Climate change is the greatest challenge of our time. But the solutions also offer a unique opportunity to transform our economy, support innovation, and bring benefits to Aotearoa New Zealand. We all have a role to play in creating this future – one that is low emission, climate resilient, and lifts the wellbeing of New Zealanders.

Our commitment to this future means reducing our greenhouse gas emissions to limit the global average temperature rise to 1.5°C above pre-industrial levels. These targets require:

- all greenhouse gases, other than biogenic methane, to reach net zero by 2050
- emissions of biogenic methane to reduce to at least 10 per cent below 2017 levels by 2030, and to at least 24–47 per cent below 2017 levels by 2050.

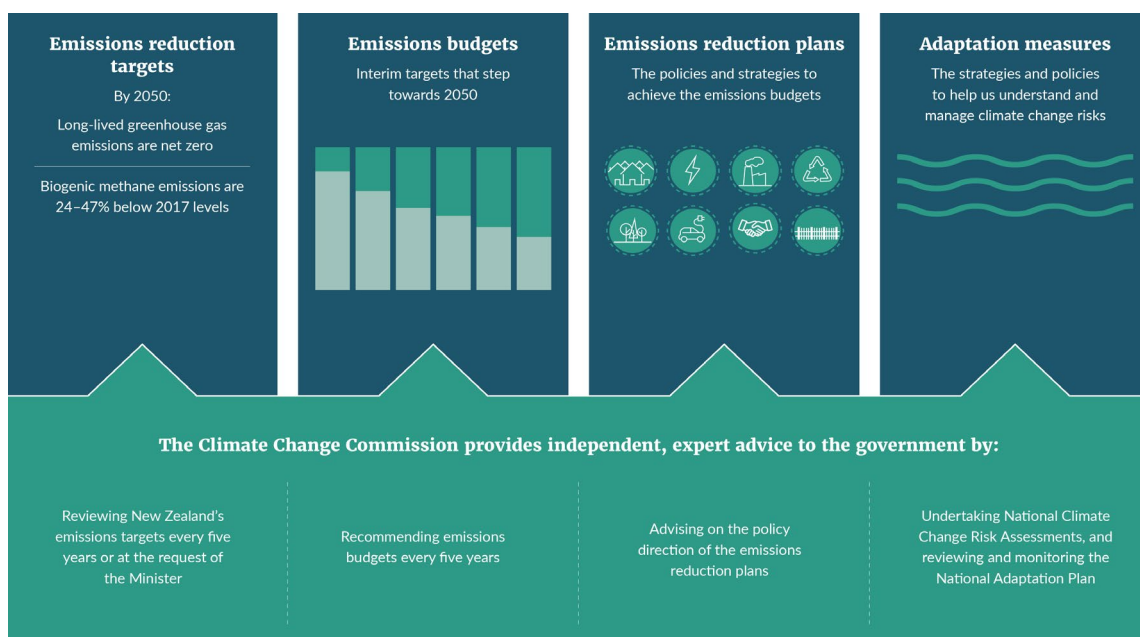
To help meet the targets and manage the impacts for all New Zealanders, the Climate Change Response Act 2002 (CCRA) also establishes a system of emissions budgets and emissions reduction plans.

Emissions budgets set a limit on the amount of greenhouse gas emissions allowed across a five-year period (or, in the case of the first budget, a four-year period). These budgets must put us on a path to meeting the targets. The reductions required must also be technologically achievable, economically viable and socially acceptable.

Emissions reduction plans set out the policies and strategies for achieving emissions budgets. A new plan must be published before each budget period, and can also look out to the next two budget periods.

This plan requires collective action and must be plan for all New Zealanders. This discussion document describes existing actions we have committed to and sets out new proposed actions to further reduce our emissions. We need your feedback on these actions to determine the impacts they will have, and how we can successfully achieve net zero together.

Figure 1: The Climate Change Response Act sets out tools for the transition (the Zero Carbon Framework)



The Government has made in-principle decisions on emissions budgets

On 31 May 2021, the Climate Change Commission provided the Government with advice on the first three emissions budgets (2022–25, 2026–30, 2031–35). The Commission's recommended emissions budgets are set out in table 1 below.

Table 1: The Commission's recommended budgets for 2022–25, 2026–30, 2031–35 (Mt CO₂e)¹

| Budget period | 2022–25 | 2026–30 | 2031–35 |
|-----------------------------------|---------|---------|---------|
| All gases, net (AR5) ² | 290 | 312 | 253 |
| Annual average | 72.4 | 62.4 | 50.6 |

The Commission undertook extensive analysis and consultation and considers its recommended emissions budgets strike the right balance between ambition and achievability.

The Government proposes to broadly accept the Commission's advice on emissions budgets with modifications to take account of new developments since the release of the Commission's final report on 31 May 2021. In particular, a case can be made for revising the Commission's recommended budgets to recognise the changes in projected forestry emissions resulting from the latest Afforestation and Deforestation Intentions Survey.³

The survey identified an overall intention for landowners and forest managers to increase afforestation and decrease deforestation. These results were not available to the Commission when it prepared its final advice to Government.

Emissions from the forestry sector are now projected to rise in the first emissions budget period by about 2 MtCO₂e due to initial carbon emissions from changing land use and planting new forests. However, the carbon gradually absorbed by new forests as they grow will soon start to outpace the initial release of carbon dioxide from expanded forest planting. As a result, emissions are now projected to be about 5 MtCO₂e lower in the second emissions budget period and 11 MtCO₂e lower in the third emissions budget period.

The combined effect of factoring the new information from the latest forestry intentions survey over the three emission budgets periods is to reduce projected emissions by a total of 14 MtCO₂e.

The Government has made an agreement in principle to set emissions budgets that reflect these changed forest emissions projections, as set out in table 2 below.

Table 2: The Government's proposed budgets for 2022–25, 2026–30, 2031–35 (Mt CO₂e)

| Budget period | 2022–25 | 2026–30 | 2031–35 |
|-----------------------------------|---------|---------|---------|
| All gases, net (AR5) ² | 292 | 307 | 242 |
| Annual average | 73.0 | 61.4 | 48.4 |

Final decisions on emission budgets will be made after this consultation has closed.

¹ Megatonnes (million tonnes) carbon dioxide equivalent.

² The Commission's recommended emissions budgets are based on GWP₁₀₀ (global warming potential over 100 years) metric values from the Intergovernmental Panel on Climate Change's (IPCC) *Fifth Assessment Report* (AR5).

³ Ministry for Primary Industries. 2021. *Afforestation and deforestation intentions survey 2020*. Wellington: Ministry for Primary Industries.

Legal responsibility for setting emissions budgets rests with the Minister of Climate Change and must follow the requirements set out in the CCRA.

Meeting the proposed emissions budgets

To meet our proposed budgets and our 2050 target, we need to build on existing policies and measures across the economy.

Meeting the first proposed emissions budget for 2022–25 is currently estimated by officials⁴ to require an additional reduction of 7.7⁵ Mt CO₂e compared to how emissions are tracking under current policy settings, including measures already in place under the Government's Climate Action Plan.

We have quantified preliminary estimates of the potential impacts of several policies proposed for inclusion in the emissions reduction plan, shown for transport, energy and industrial process sectors in Table 3 below. This shows that new and proposed measures are currently estimated to achieve abatement of between 2.6 and 5.6 Mt CO₂e and means that there is currently a gap between the estimated impact of policies quantified to date and the first emissions budget.

However, we are working to address this gap. This discussion document sets out a number of proposals (many of which have not yet been quantified) to support achievement of our first emissions budget and seeks your views on additional policies which could help close the gap. The final emissions reduction plan will be supported by updated estimates of the emissions reduction impact of policies.

Government policy will not, by itself, meet the full extent of any given emissions budget. Therefore, we are also seeking proposals and commitments from the private sector, in particular, that they are willing to make, as well as what support they need from Government in order to be able to make those commitments.

Table 3: Modelled emissions reduction estimates from new and proposed policies to help meet the proposed budget for 2022–25 (Mt CO₂e)

| | Low policy impact | High policy impact |
|--|-------------------|--------------------|
| Transport | 0.7 | 1.3 |
| Energy and industry | 1.5 | 3.3 |
| Waste | 0.1 | 0.3 |
| F-gases | 0.2 | 0.7 |
| Total | 2.6 | 5.6 |
| Gap between current estimates of policy impacts and emissions reductions required to meet first emissions budget | 5.1 | 2.1 |

Note: A number of uncertain factors will influence reductions. The ranges here represent lower and upper bounds, although these could be crossed. Some impact estimates are provisional or unavailable. The uncertainty varies and should be considered high.

⁴ The officials' estimates discussed in this section were calculated using the current GWP₁₀₀ metric values from the Intergovernmental Panel on Climate Change's (IPCC) *Fourth Assessment Report* (AR4.)

⁵ This figure is officials' current best estimate based on latest projections and other information, including assuming the Marsden Point oil refinery converts to an import-only terminal as expected around mid-2022, assuming final board approval of the August 2021 shareholders vote to convert the oil refinery to an import-only fuel terminal.

Many of the policies and strategies to be included in the emissions reduction plan will depend on future funding decisions. Additional emissions reduction policies will be developed as new opportunities arise.

Managing risk and uncertainty

The Government can review and amend the plan during its lifetime, enhancing or adding policies to further close the gap and manage uncertainties and risks in meeting current or future budgets. Further public consultation will play an important role to ensure this continues to be a plan for all New Zealanders. The Commission also has a formal role in monitoring progress.

There are a number of risks and uncertainties that could impact the Government's ability to meet the proposed budgets once these have been set.

Many relate to measurement and baselines. Estimates of historic, current and future emissions are frequently revised. Projections of expected emissions and emissions reductions are uncertain, subject to revision, and based on a number of other critical assumptions including economic conditions, rainfall in the hydro catchments and the actual timing of the expected closures of major emitting operations, such as the Tiwai aluminium smelter in 2024 and the Marsden Point oil refinery in 2022.⁶

There are risks and uncertainties around the pace of technological uptake, the extent of behaviour change, and the effectiveness of policy in influencing these shifts in technology and behaviour. A positive and proactive response from leading businesses and investors, supportive public attitudes and shifts in consumer preferences could all accelerate the low-emissions transition.

Many of the proposals we are seeking your feedback on in this consultation will need further assessment for effectiveness, value for money and implications for other Government priorities. As new technologies and concepts for emissions reductions emerge, there will also be opportunities to develop new policies to support their uptake.

First emissions reduction plan will be published in May 2022

Work is underway on the first emissions reduction plan. This will be a plan for all New Zealanders and will require action across the economy and all sectors of society. This plan will outline how Aotearoa will reach its first proposed budget and put us on the path to meet our second and third.

Subsequent plans will continue to build on action being taken. More will need to be done to meet the second and third budgets.

While all sectors will need to make concerted efforts to reduce emissions, there are likely to be more emissions reductions in the transport, energy and industry sectors in the first budget period. This is where the most efficient and cost-effective reductions can be made in a short period of time.

⁶ On August 2021, the shareholders of Refining NZ voted to convert the oil refinery at Marsden Point to an import-only fuel terminal from around mid-2022, subject now only to final board approval. This change is anticipated to reduce emissions by around 2.5 Mt CO₂e in the first budget period.

The first emissions reduction plan will also set in place a number of longer-term actions that won't produce significant emissions reductions in the first budget period but will be crucial for achieving emissions budgets two and three.

This plan will also be communicated to the United Nations Framework Convention on Climate Change as our long-term, low-emissions development strategy.⁷

We all have a role to play

This plan will require all New Zealanders to work together to achieve a low-emissions future, where we know our roles and can act together to maximise opportunities.

The Government will provide leadership by setting emissions budgets, and preparing and delivering on the plan. This leadership will send strong signals to Aotearoa businesses, industry and households, and remove barriers to action. Government will pull all available policy levers – emissions pricing and other incentives (for example, the Clean Car Discount), targeted regulation, direct investment in innovation and infrastructure and technology change, and tailored sectoral policy packages to drive and support the change required.

However, strong policies alone will not be enough to spur the level of investment, innovation and behaviour change required. Strong commitment and drive from businesses and community leaders, in particular iwi, hapū and local government leaders, is critical to our success in meeting the challenge of climate change. The plan needs to create the right environment and space for business to act. New business models are required, and public attitudes and consumer preferences need to shift to support them. We need to see new approaches to how we power our economy and our lifestyles, how we build our cities, and how we move around them. We all need to create a stronger sense of national purpose to help mobilise these wider responses.

Enabling private sector climate action

Private sector leadership and action is vital for Aotearoa to successfully achieve our low-emissions future. Its many levers – from investment and its power to influence and inform, through to climate change reporting and risk management, and the innovation and agility it can offer – will be required to help achieve this change and influence our shared ambition.

Throughout this document we seek your views about how we can enable business to act, including:

- how low-emissions actions and business models could be encouraged
- barriers that could be removed
- the role the private sector could play and how we can work together.

⁷ [Paris Agreement](#), Article 4, paragraph 19. This outlines that all parties to the Paris Agreement should strive to formulate and communicate long-term low greenhouse gas emission development strategies, mindful of Article 2 and taking into account their common but differentiated responsibilities and respective capabilities, in light of different national circumstances.

We would like to hear from you

The transition will impact all sectors of the economy. We need widespread acceptance and support for the plan for it to be successful. We also need ambitious new policies to achieve the proposed emissions budgets.

The Commission consulted in February–April 2021 on emissions budgets and the policy direction of the plan. However, the Commission did not consult on all the steps the Government needs to take in the design of these measures.

This discussion document gives more detailed information on the **new strategies and policies that the Government may include in the plan**. Decisions are still to be made on these, which is why understanding your views is important. Many are also dependent on future funding decisions, including decisions to be made in future Budgets and how policies will be implemented. The following table sets out the areas where we seek your feedback.

Table 4: New strategies and policies that we seek your feedback on

| | |
|--|---|
| Overall strategy | <ul style="list-style-type: none"> Principles to inform the strategy. |
| Working with our Tiriti partners | <ul style="list-style-type: none"> Developing a strategy to embed Te Tiriti o Waitangi (Treaty of Waitangi) principles in future emissions reduction plans. Working together, Government and iwi/Māori designing a number of national-level strategies, including a National Energy Strategy, Circular Economy Strategy, Bioeconomy Strategy, National Low-emission Freight Strategy, Industry plans and policies to decarbonise the industrial sector, and a Building Transformation Plan. Supporting Māori to create a transition strategy that responds to the particular priorities and needs of the Māori economy and Māori people. |
| Making an equitable transition | <ul style="list-style-type: none"> Developing an Equitable Transitions Strategy to drive a well-signalled and inclusive transition, which maximises opportunities and minimises disruption and inequities. Developing measures to support firms and households to understand and reduce their emissions footprint. Promoting business and job opportunities in low-emissions sectors. Supporting workers, households and communities to understand, plan and manage the transition. Developing measures to better monitor and respond to the impacts of the transition. |
| Government accountability and coordination | <ul style="list-style-type: none"> Improved coordination and monitoring across Government in order to implement the emissions reduction plan and respond to the climate emergency. |
| Funding and finance | <ul style="list-style-type: none"> No additional policies. Note: The emissions reduction plan will reflect the work currently underway, including aligning and mobilising public finance. |
| Emissions pricing | <ul style="list-style-type: none"> Encouraging gross emission reductions through the New Zealand Emissions Trading Scheme (NZ ETS). Improving market governance.* Reviewing free industrial allocation.* |
| Planning | <ul style="list-style-type: none"> Integrating emissions reduction into land-use planning and investments as part of the resource management reforms currently underway. Integrating emissions into urban planning and funding. |
| Research, science and innovation | <ul style="list-style-type: none"> Setting research priorities through the Ministry of Business, Innovation and Employment's (MBIE's) Future Pathways programme. Exploring ways to foster start-ups, including those that address environmental challenges such as emissions reductions. Developing a mission-oriented innovation approach to climate change (for example, through innovative partnerships for clean technology, advanced technology research and development, and supporting the uptake of emerging technologies). |
| Behaviour change | <ul style="list-style-type: none"> Establishing a fund to drive behaviour change. |

Circular and bioeconomy

- Developing a strategy for moving to a circular economy with a thriving bioeconomy, which outlines the vision, guiding principles, roadmap and the Government's role.
- Developing a circular sustainable development pilot fund to support business, communities and iwi to further move to a circular economy.
- Developing further science and innovation support for the circular economy, including start-up support, innovation infrastructure and capability, and exploring mission-led innovation.
- Accelerating the uptake of bioenergy through further supporting market facilitation of bioenergy.
- Building knowledge and education on circular economy. Identifying skill needs and training options.

Transport

- Introducing four transport targets:
 - reduce vehicle kilometres travelled (VKT) by cars and light vehicles by 20 per cent by 2035 through providing better travel options, particularly in our largest cities
 - increase zero-emissions vehicles to 30 per cent of the light fleet by 2035
 - reduce emissions from freight transport by 25 per cent by 2035
 - reduce the emissions intensity of transport fuel by 15 per cent by 2035.
- Integrating land use, urban development and transport planning and investments to reduce transport emissions.
- Implementing mode-shift plans for our largest cities and begin planning for other urban areas.
- Improving the reach, frequency and quality of public transport.
- Providing national direction to deliver a step-change in cycling and walking rates.
- Supporting local government to accelerate widespread street/road reallocation to support public transport, active travel and placemaking.
- Making school travel greener and healthier.
- Improving access and travel choice for the transport disadvantaged.
- Reducing public transport fares.
- Investigating the potential for public transport, walking and cycling in rural and provincial areas.
- Enabling congestion pricing and investigate how we can use other pricing tools to reduce transport emissions.
- Ensuring further investment in additional highway and road capacity for light private vehicles is consistent with climate change targets.
- Implementing community-based solutions to make low-emission vehicles (including e-bikes) more accessible for low-income New Zealanders and others facing transport disadvantage.
- Introducing measures to avoid Aotearoa becoming a dumping ground for high-emitting vehicles rejected by other countries.
- Setting a maximum CO₂ limit for individual light ICE vehicle imports to tackle the highest emitting vehicles.
- Investigating how the tax system should be used to avoid disadvantaging clean transport options.
- Introducing a vehicle scrappage scheme to support low-income New Zealanders shift to low-emissions transport.
- Partnering on solutions to supply constraints for low-emissions vehicles.
- Determining whether there are legislative barriers to the use of some types of low-emission vehicles.
- Accelerating the decarbonisation of trucks.
- Developing a Freight and Supply Chain Strategy.
- Implementing the New Zealand Rail Plan and investigate options to encourage greater use of coastal shipping.
- Investigating ways to reduce aviation and maritime emissions.
- Introducing a sustainable biofuels mandate.
- Producing a national electric vehicle (EV) infrastructure plan.

| | |
|---------------------------|--|
| Energy and industry | <ul style="list-style-type: none"> • Developing an energy strategy. • Setting a renewable energy target. • Setting outcomes and an approach to developing a plan for managing the phase out of fossil gas in the energy system. • Developing a plan to decarbonise the industrial sector. • Identifying the level of support the Government could provide for the development of low-emissions fuels, such as bioenergy and hydrogen, to support decarbonisation of industrial heat, electricity and transport. • Supporting the regulatory environment for electricity distribution.* • Developing a hydrogen roadmap.* • Developing national direction for industrial greenhouse gases under the Resource Management Act 1991, including a ban on coal boilers.* • Updating the energy efficiency product regulation system.* |
| Building and construction | <ul style="list-style-type: none"> • Reducing fossil gas use in buildings, including capping the emissions from buildings while allowing flexibility for potential low-emissions alternatives. • Setting a date to end the expansion of fossil gas pipeline infrastructure and eliminate fossil gas in all buildings as recommended by the Climate Change Commission. • Investigating a potential mandatory energy performance certificate or programme for commercial and public buildings. • Exploring a range of actions to lower emissions from buildings, and across all building processes (for example, design, planning, construction and deconstruction). • Addressing fossil fuel usage for boilers used for space and water heating in commercial buildings. • Investigating potential behaviour change programmes and other ways to encourage market (supply and demand) changes that support and enable lower building-related emissions. |
| Waste | <ul style="list-style-type: none"> • Reducing organic waste material <ul style="list-style-type: none"> – reduce food waste – reduce waste from construction and demolition – identify options for treated wood (reduction, diversion and disposal) – other reduction opportunities. • Reducing organic waste disposal to landfill. <ul style="list-style-type: none"> – food waste and green waste collection – businesses to separate food and green waste – identifying opportunities to divert households' and businesses' organic waste to be used for other purposes such as compost or biofuel feedstocks – better paper and cardboard recycling – transfer stations to prioritise recovery alongside new and expanded materials recovery facilities. • Reducing emissions from organic waste <ul style="list-style-type: none"> – gas capture at landfills – fast-tracking a waste data and licensing system. |
| F-gases | <ul style="list-style-type: none"> • Planning for combined emissions reductions from heating and cooling. • Extending the phasedown of hydrofluorocarbons (HFCs). • Regulating the import or sale of high-global warming refrigerants where alternatives are available. |
| Agriculture | <ul style="list-style-type: none"> • Accelerating the development of mitigations through a research and development plan. • Improving the delivery of extension services. |
| Forestry | <ul style="list-style-type: none"> • Determining the role of forestry in the New Zealand Emissions Trading Scheme (NZ ETS). • Establishing a long-term carbon sink. • Managing existing forests. • Working with Māori to develop and implement forestry policies. |

*These actions are subject to separate consultation.

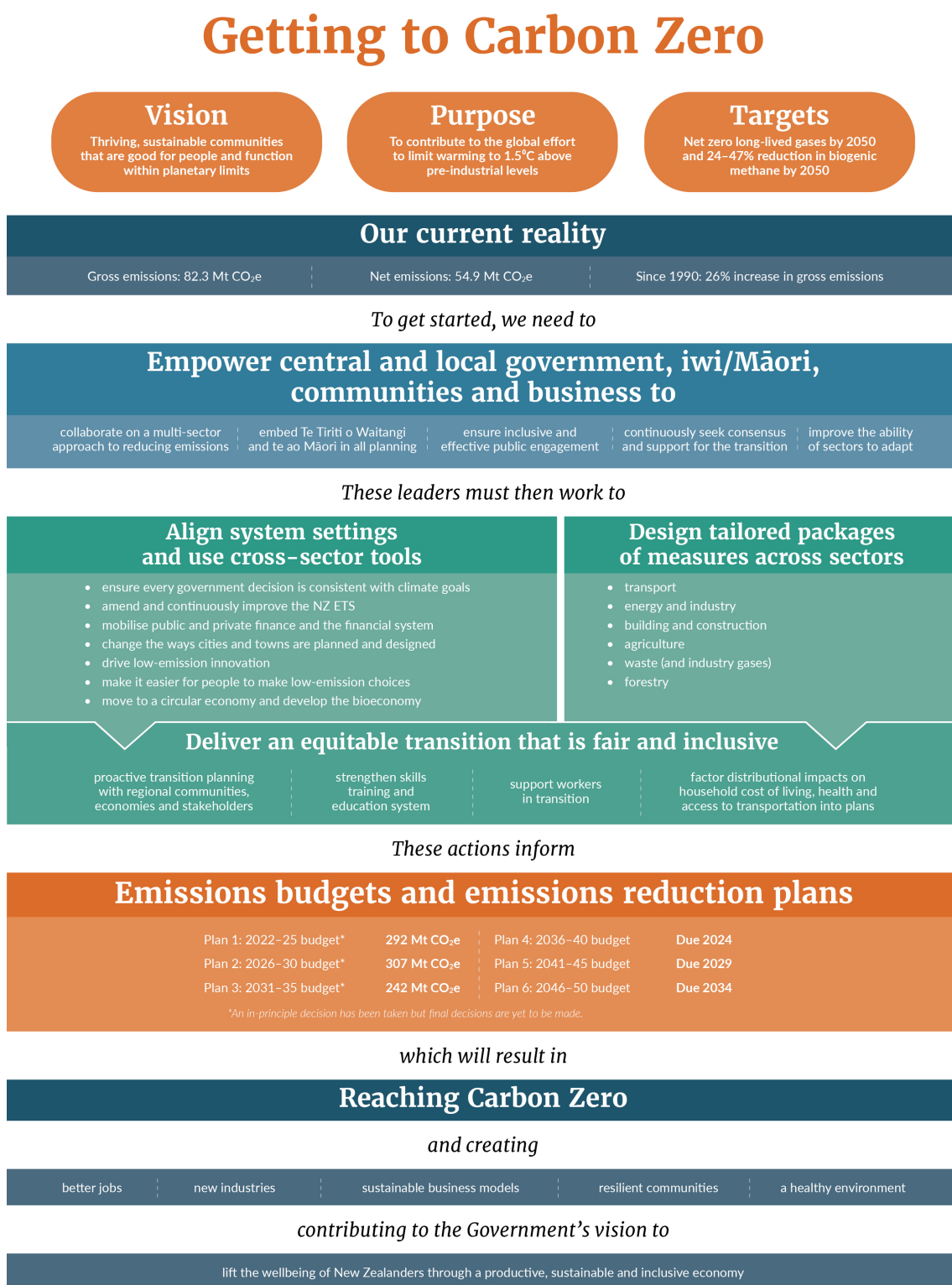
A comprehensive multi-sector strategy will help us move to the 2050 target and improve broader wellbeing

A successful transition requires both short- and long-term actions, covering every sector of the economy and society, and meeting all the requirements of the CCRA.

Individuals, households and businesses must come on board to make the necessary changes and adopt new ways of doing things. But government policy settings are critical to make sure the transition happens, and in a cost-effective way.

Figure 2 shows our multi-sector strategy to achieve carbon zero.

Figure 2: Aotearoa New Zealand's pathway to Carbon Zero



Meeting the net-zero challenge

SUMMARY

This section outlines the key components of our strategy to transition Aotearoa New Zealand to a low-emissions and climate-resilient future. It sets out the pathway to meeting our emissions budgets, how we will work with our Te Tiriti o Waitangi (Treaty of Waitangi) partners and ensure the transition is equitable.

The emissions reduction plan will cover every sector of the economy and society, and will drive the longer term transition.

The first plan will set out the policies and strategies for meeting the first budget for 2022–25.⁸ It will also set the measures to meet the second and third budgets, including the urgent policies that must be in place before 2025.⁹

We seek your feedback on:

- principles guiding the transition
- how the Crown can work better with Māori in responding to climate change
- how to develop an equitable transition strategy.

Transition pathway

A vision for a productive, sustainable and inclusive Aotearoa

Transitioning to a low-emissions and climate-resilient future provides an opportunity for Aotearoa to transform our economy and bring long-term benefits.

The emissions reduction plan will enhance the wellbeing of our people and regional economies, while fostering industry, innovation and investment.

The plan aims to support nature-based solutions that are good for both the climate and biodiversity.

Reducing emissions is crucial to achieve the vision for 2050: a productive, sustainable and inclusive economy where:

- economic activity is nature-enhancing, carbon neutral and climate resilient
- energy and transport systems are accessible, affordable and sustainable
- production systems are regenerative, providing a way to innovate and invest to meet future challenges
- every household can meet its material needs, in turn reducing child poverty
- Te Tiriti partners work together to realise mutually beneficial economic opportunities and respective kaitiaki obligations
- our natural environment is thriving
- every New Zealander has a safe, warm, dry and affordable home.

⁸ Section 5ZG of the Climate Change Response Act 2002.

⁹ Section 5ZG of the Climate Change Response Act 2002.

We want to use our unique strengths to overcome some of the world’s biggest challenges. We aim to create new activities and jobs that are more knowledge intensive and enhance the environment.

Key elements include:

- A circular economy – designing out waste and pollution, keeping products and materials in use, and regenerating natural systems.
- Science and innovation – Aotearoa being a world-class generator of ideas and solutions.
- Skills and knowledge – helping people acquire the new skills they need to drive and adapt to change.

Principles for the transition

The following table sets out the principles that will guide the Government’s decisions.

Table 5: Guiding principles for Government decisions on the emissions reduction plan

| | |
|--|---|
| A fair, equitable and inclusive transition | <ul style="list-style-type: none"> • recognise and foster opportunities for affected regions, communities, employees, employers, and iwi and Māori, to reduce emissions in ways that work best for them • incorporate te ao Māori in transition planning • minimise and avoid the negative impacts, and social and environmental risks, of the transition and specific policies, including avoiding: <ul style="list-style-type: none"> – exacerbating existing inequities – penalising early movers – compounding historic grievances with iwi/Māori – leaving too much of a burden for future generations – exacerbating environmental issues. |
| An evidence-based approach | <ul style="list-style-type: none"> • draw on a range of sources including (but not limited to) the Intergovernmental Panel on Climate Change (IPCC), and mātauranga Māori • ensure emissions reductions are developed using the most up-to-date science and take into account our domestic context and international commitments. |
| Environmental and social benefits beyond emissions reductions | <ul style="list-style-type: none"> • promote nature-based solutions, which can sequester carbon while building resilience to climate change impacts and supporting biodiversity • consider wider benefits as a reason to act – such as building resilience, and broader social, health, economic, environmental and cultural benefits. |
| Upholding Te Tiriti o Waitangi | <ul style="list-style-type: none"> • strengthen the partnership approach and actively supporting iwi/Māori with this effort • apply Māori values and mātauranga Māori to the transition • involve a variety of Māori voices in the design and development of the transition. |
| A clear, ambitious and affordable path | <ul style="list-style-type: none"> • make predictable and stable policies, which are communicated early and clearly so that households, businesses, investors and industry can make investment choices • design effective policies that recognise the connections and flow-on effects within systems • use commercially available, low-emissions technology now, while fostering ambition, knowledge and innovation • acknowledge uncertainty and consider options that can adapt over time. |

Having the right mix of actions

International best practice supports a coherent strategic package, comprising a mutually supportive and balanced mix of emissions pricing, well-targeted regulation, tailored sectoral policies and direct investment.

This includes:

- An effective emissions price through a strengthened New Zealand Emissions Trading Scheme (NZ ETS). Emissions pricing through the NZ ETS provides an economy-wide financial incentive to reduce emissions. This helps lower the overall economic cost of achieving emissions reductions and leads to emissions reductions from sources that targeted policies might not otherwise reach. The expectation of a rising future emissions price path informs private investment decisions and aligns these better with a future low-carbon economy, influencing technology choices and the direction of future economic development.
- Policy measures that work strategically alongside the NZ ETS price, such as well-targeted regulation and additional measures to remove other barriers. Emissions pricing alone fails to achieve many low-cost emissions reductions opportunities, because real-world investment decisions in our economy and society do not always consider total lifetime costs. Targeted policies are also important to drive early adoption, market acceptance and learning by doing. This lowers the overall costs of economy-wide investment in new or niche technologies as they become needed on a wider scale in the future. These policies do not substitute for the NZ ETS price; they work with it, and take the NZ ETS price into account in their design.
- Mechanisms for public and private investment in innovation and infrastructure for long-term transition. Innovation and low-emissions infrastructure are essential elements of the long-term decarbonisation transformation and will require short-term investment for long-term results.
- Helping nature to thrive and supporting the wellbeing of communities and people.

Emissions reductions and forestry removals are both important in meeting Aotearoa New Zealand's "net" emissions targets

Decarbonising our economy is important if Aotearoa is to keep pace with – and seize the market opportunities from – the global technology transition in energy, transport and industry. Emissions reductions are also critical if we are to avoid shifting this responsibility to our children and future generations, and the ongoing need for land to be converted into forestry in the future to maintain net-zero emissions.

At the same time, even with strong reductions in emissions, there is a critical ongoing role for forestry removals: to offset remaining emissions in hard-to-abate sectors, as the feedstock for a future bioeconomy, and to enable flexibility in our transition path. Our large potential for low-cost forestry planting reduces the cost of meeting net emissions targets, but should not slow the rate of emission reductions.

Investment

Meeting our emissions budgets will require significant, sustained investment from the Government and throughout the private sector. An important focus of the emissions reduction plan will be to support the flow of private investment towards climate-positive outcomes and the growth of the green finance market. The [Funding and financing](#) section expands on this.

New sustainable investment brings with it other benefits: enhancing innovation and productivity with new technology, and generating new economic activity. And because investment in low-emissions technology tends to reduce waste and increase efficiency, operating costs are generally lower, offsetting the capital investment to reduce lifetime costs and often providing a rapid payback.

The economy will continue to grow as we make the transition, and the sooner we act, the better the economic outcomes. The Climate Change Commission modelled the long-term impact of making all the changes required to follow their pathway to the 2050 target. This estimated an overall reduction of gross domestic product (GDP) in 2050 of around 1.2 per cent.¹⁰ The Commission also modelled a scenario where key actions were delayed (for example, the move to electric vehicles (EVs) and more efficient farm practices). This resulted in GDP in 2050 falling by around 2.3 per cent.

Aligning the transition with other priorities

The scale of the change is an opportunity to address other long-standing challenges in Aotearoa. We must integrate the reduction measures with strategies for industry, infrastructure, housing and urban development; fiscal management; and plans for building resilience to the physical effects of climate change.

We are at a critical moment in time. COVID-19 has highlighted the need for a continued focus on wellbeing as the headline indicator for success, and for strengthening how we tackle the long-term challenges that hold back our economy and affect our communities, such as climate change.

The plan will need to achieve a balance of creating sufficient certainty while maintaining flexibility for future decision-makers, as things change over time.

Our unique and precious wildlife is under threat from a range of pressures, including climate change. We need to address the climate crisis in a way that also helps address the biodiversity crisis. There is an opportunity to help our indigenous ecosystems thrive in a way that sequesters carbon and builds resilience to the impacts of climate change.

We also face other persistent challenges, such as low productivity, investment and innovation, and intergenerational disadvantage and inequality. Our response to COVID-19 and the climate emergency together can shape our international role, and turn challenges into opportunities.

QUESTIONS

1. Do you agree that the emissions reduction plan should be guided by a set of principles? If so, are the five principles set out above the correct ones? Please explain why or why not.
2. How can we enable further private sector action to reduce emissions and help achieve a productive, sustainable and inclusive economy? In particular, what key barriers could we remove to support decarbonisation?
3. In addition to the actions already committed to and the proposed actions in this document, what further measures could be used to help close the gap?

¹⁰ The Commission's economic modelling estimated that GDP would grow to about \$386 billion by 2035 and \$481 billion by 2050 while meeting its recommended emissions budgets through the demonstration path. Under current policy settings (which are not on track to meet the recommended emissions budgets), GDP was estimated to grow to \$388 billion by 2035 and \$487 billion by 2050.

QUESTIONS

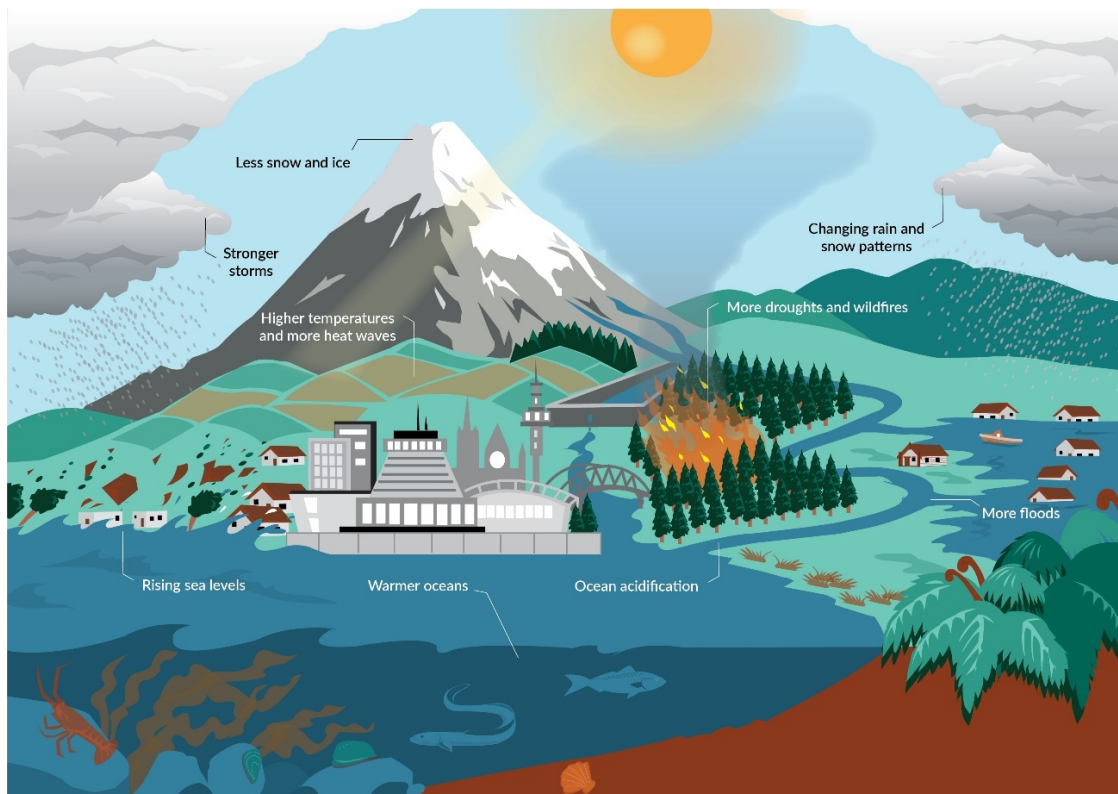
4. How can the emissions reduction plan promote nature-based solutions that are good for both climate and biodiversity?
5. Are there any other views you wish to share in relation to the Transition Pathway?

Helping sectors adapt

Building resilience

Our climate is warming, sea levels are rising, and extreme weather is becoming more frequent and severe. The climate we will experience in 2050 and 2100 will be different from today, because of previous global emissions of greenhouse gases. It will also be shaped by future emissions pathways. Figure 3 shows the expected effects.

Figure 3: Projected impact of climate change on Aotearoa



In August 2020 the Government released the first [National Climate Change Risk Assessment](#) (the risk assessment). This presented the first national picture of the risks Aotearoa faces.

It identified 43 priority risks, covering all aspects of life, from our ecosystems and communities to buildings and the financial system. It highlighted the 10 most significant risks requiring urgent action in the next six years to reduce their impact.

The assessment lays the foundation for a National Adaptation Plan, outlining how the Government will address the risks. This is due to be published in August 2022.

Building resilience and mitigating the risks

Emissions can be reduced in ways that increase our resilience or, if we're not careful, in ways that increase the impact of the risks of climate change. Nature-based solutions such as supporting native bush to regenerate can help sequester emissions and build resilience to the impacts of climate change.

Below is an overview of some of the risks that sectors will need to manage as they reduce their emissions. The National Adaptation Plan, which will be publicly consulted on in 2022, will set out the actions to do this.

Key climate change risks to address in each sector

Transport: As we implement the emissions reduction plan, we will need to consider how we reduce the risk of stranded assets and sub-optimal investment. Our networks and corridors may need to be reprioritised to manage and respond to the impact of climate change. For example, existing road and rail infrastructure may become vulnerable to the adverse impacts of a changing climate and we may need to choose between continued use or providing alternative transport solutions. We will also need to consider how new or improved infrastructure and services best support reducing transport emissions. Vehicle changes, such as heavier electric buses and trucks, will affect how our roads are constructed, and require new fuel and charging infrastructure. Our communities will be impacted by the changes needed to reduce transport emissions and we must support them to ensure that transport inequities are addressed.

Energy and industry: Key risks relate to the impacts of climate change on electricity transmission and distribution infrastructure. As we increase electrification of transport, process heat and industry, we will need to consider the increased pressure on electricity infrastructure. The risk assessment highlighted the need for more research to inform adaptation action, and to speed up current measures. Work is underway to address transmission and distribution network innovation.

Building and construction: To build for climate change we must put the right structures in the right places. We must not compromise a building's ability to adapt to the effects of climate change as we reduce emissions. For example, a site that may face certain climate hazards (for example, wind, storms, drought, flooding, wildfire) may require a different building design and materials. This could have an emissions impact compared to a similar building exposed to different hazards. Building for climate change also requires a focus on reducing emissions, noting that some adaptation can support mitigation and vice versa.

Agriculture: The primary sector faces risks from extreme events and ongoing gradual changes, such as more frequent extreme weather (drought, flooding), changes in mean annual rainfall, sea-level rise and higher average temperatures. These changes may affect the productivity and profitability of some parts of the sector. Aotearoa agriculture has relatively high adaptive capacity, but this differs between farms, locations and sectors. The sector is dynamic, and adaptation may mean shifts between production types and locations, so that in the longer term it may look quite different from today.

Waste: Landfills and contaminated sites carry risks. Active and closed landfills and contaminated sites are at risk from extreme weather and sea-level rise, as well as coastal and inland flooding, erosion and rising groundwater.

Forestry: Afforestation and forest management could help mitigate the impacts of some risks identified in the assessment. These include extreme weather events, drought, erosion and changes in long-term composition of native forest ecosystems. Our forests can also provide opportunities to adapt to a changing climate. For example, they reduce erosion, landslips and flooding, which makes production systems and communities more resilient, and they offer shade for stock.

QUESTIONS

6. Which actions to reduce emissions can also best improve our ability to adapt to the effects of climate change?
7. Which actions to reduce emissions could increase future risks and impacts of climate change, and therefore need to be avoided?

Working with our Tiriti partners

The CCRA recognises the Government's responsibility to give effect to the principles of Te Tiriti o Waitangi (Treaty of Waitangi). The CCRA requires the emissions reduction plan to include a strategy to recognise and mitigate the impacts on iwi and Māori, and that iwi and Māori are adequately consulted on these plans.

Through the Climate Change Commission's advice and our own Māori engagement, we have heard that the transformational changes required are more likely to succeed if there is a strong role for Māori that is consistent with Te Tiriti. This acknowledges that much can be achieved if Te Tiriti partners are enabled to work together and individually in a way that respects kāwanatanga (the right for Government to govern) and rangatiratanga (the right for Māori to make decisions for Māori).

Potential measures

We have already taken some actions and are developing others that will influence our low-emission pathways and partnership with Māori, including reforming our resource management system, creating local government climate strategies and some necessary policy and funding work. However, the Commission has suggested some specific ways to provide a comprehensive role for Māori in future emissions-reduction planning and decisions. This consultation seeks to better understand Māori perspectives on these recommendations and how they might be implemented.

Upholding the principles of Te Tiriti

The Commission recommends making the Government's actions for emission reductions accountable to Māori, through a strategy to embed Te Tiriti principles in future emission reduction plans. The strategy would include outcomes, milestones and monitoring. We are considering the next steps and resourcing required to implement this within the suggested timeframes and context of other emission reduction actions.

Making change in partnership

To guide our transition, the Commission has recommended that the Government and iwi/Māori design many national-level strategies together.

These include:

1. a National Energy Strategy
2. a Circular Economy Strategy
3. a Bioeconomy Strategy

4. a National Low-emission Freight Strategy
5. industry plans and policies to decarbonise the industrial sector
6. a Building Transformation Plan

The Commission has also suggested that an equitable transition for Māori can be enabled by the creation of a mechanism that helps to integrate Te Tiriti partnerships more consistently across climate-related evidence and policy processes. This recommendation entails planning, alignment and engagement to develop and potentially implement over the coming years.

A Māori-led transition

To ensure a Māori-led approach to the transition, the Commission has recommended that Māori and Government partner to create a strategy that responds to the particular experiences and needs of the Māori economy and Māori. This strategy should support Māori to take climate action, reduce emissions and prepare for a future in Aotearoa that will be both low emission and climate impacted. This work is separate to but could complement the Equitable Transition Strategy also recommended by the Commission.

The Commission advises that one of the first steps of the strategy should be for Government to support iwi/hapū and other Māori collectives to develop emission profiles. We would like to further understand how a profile could benefit Māori and what kinds of information would help Māori to understand and manage emissions and removals, particularly for groups and organisations that are not land owners or whose rohe/takiwā is urbanised.

QUESTIONS

8. The Climate Change Commission has recommended that the Government and iwi/Māori partner on a series of national plans and strategies to decarbonise our economy. Which, if any, of the strategies listed are a particular priority for your whānau, hapū or iwi and why is this?
9. What actions should a Māori-led transition strategy prioritise? What impact do you think these actions will have for Māori generally or for our emission reduction targets? What impact will these actions have for you?
10. What would help your whānau, community, Māori collective or business to participate in the development of the strategy?
11. What information would your Māori collective, community or business like to capture in an emissions profile? Could this information support emissions reductions at a whānau level?
12. Reflecting on the Commission's recommendation for a mechanism that would build strong Te Tiriti partnerships, what existing models of partnership are you aware of that have resulted in good outcomes for Māori? Why were they effective?

Making an equitable transition

Why an equitable transition matters

The Government is committed to a transition that reaches our targets, while minimising disruption, and seizing the opportunities the transition will bring.

Our economy and society will look very different in 2050. Moving to this future will require a range of changes. Many businesses will need to adopt new technology and ways of working, and some workers will need new skills. Changes will affect some communities, regions and households more than others.

We want to prepare communities, households and businesses with the tools to plan for and manage the transition. At the same time, we need to take the opportunities from the transition, and share the benefits.

Our vision is to shift to a high-value, resilient economy that creates a healthy environment and wellbeing for all.

Achieving this future will require:

1. Driving ambitious action while also allowing communities, households and businesses time to prepare and take steps to reduce their emissions.
2. Enabling iwi/Māori to drive our transition so that climate change mitigation does not perpetuate existing disadvantages.
3. Encouraging households and individuals to make investments and behavioural changes that reduce their emissions footprint; and ensuring any cost increases do not disproportionately burden those with limited capacity to respond.
4. Helping workers develop skills for quality, low-emissions employment. Where demand for certain skills declines, giving workers access to training and supporting a smooth transition into new jobs.
5. Supporting businesses to lower emissions, and those in low-emissions sectors to grow.
6. Clearly signalling the low-emissions pathway, and encouraging innovation and the uptake of new technology.
7. Empowering urban and rural regions and communities to transition in line with local objectives and aspirations.

How we plan to achieve an equitable transition

For a fair, inclusive and equitable transition, we will focus on four areas:

- *Reducing risks for firms and households.* The more successfully firms and households reduce their emissions footprint, the less vulnerable they will be to negative impacts from the transition.
- *Promoting business and job opportunities.* New opportunities will arise from the transition, and the demand for some emissions-intensive activities will drop. 'Transition-aligned' growth will help ease the shift and offer benefits for disrupted communities and workers.
- *Supporting workers, households and communities through the transition.* There will be an increasing need to help workers into new jobs or industries, as the demand for skills changes. These changes may be more concentrated in particular regions and communities.
- *Monitoring impacts and responding as they emerge.* We will closely watch impacts to avoid creating inequities or disadvantaging groups with limited capacity to respond.

What we are doing now

Existing measures to support communities, households and businesses to successfully transition include:

- helping businesses improve energy efficiency and switch to lower emissions fuels, including through the \$70 million **Government Investment in Decarbonising Industry (GIDI) fund** and the Energy Efficiency and Conservation Authority's (EECA's) business support schemes
- supporting small businesses through the **Sustainable Business Network Climate Action Toolbox**, developed with private and public sector partners
- funding insulation and heating for households through **Warmer Kiwi Homes**, and setting **Minimum Energy Performance Standards** for products
- creating low-emissions jobs, markets and business opportunities through **resource recovery**
- establishing **Regional Public Service Leads** to promote the needs of regions and better organise the public service towards community needs
- establishing an **equitable transition partnerships team** to help communities understand, plan and manage their transition
- **research projects** to better understand the likely impacts of the transition on workers, businesses, regions and the Māori economy
- strengthening the **welfare, employment support and education systems** to help people adapt to a low-emissions future
- supporting nature-based employment through our \$1.2 billion Jobs for Nature programme.

Potential measures

The Commission's key recommendation is to develop an **equitable transitions strategy** in the first budget period. This would drive a well-signalled and inclusive transition, which maximises opportunities and minimises disruption and inequities.

The Commission recommends that the strategy should address the following objectives:

- partnering with iwi/Māori
- proactive transition planning
- strengthening the responsiveness of the education system
- supporting workers in transition
- minimising unequal impacts in all new policies.

Developing this over the coming years will allow time to:

- better understand the likely impacts and opportunities
- work with Māori and other affected groups to remove barriers and maximise opportunities
- decide how best to manage negative effects.

The Government agrees with the need for a comprehensive equitable transitions strategy and seeks your feedback on the key objectives for the strategy and on the models and approaches that should be used in developing the strategy.

Reducing risks for firms and households

We will work with industry and communities to minimise the cost of the transition for firms and lower income households. During the first budget period, we will consider:

1. helping emissions-intensive businesses, or those more vulnerable to negative impacts, move to new operating models and adopt new technology
2. working with businesses to identify barriers to reducing their emissions profile, particularly those businesses with more limited capacity to respond to transitional change
3. providing clear information on likely impacts of the transition on different businesses
4. monitoring effects on household bills, so low-income households keep pace with rising costs
5. helping low-income and other households reduce emissions, including assistance with upfront costs of new technology
6. signposting policies early, where possible, so businesses have time to adjust and invest.

Promoting business and job opportunities

Seizing the opportunities of this transition will require:

1. reducing emissions across all industries
2. mobilising capital at different levels
3. a flexible skills system and employment support that responds as businesses adopt new ways of working, and new industries and jobs emerge.

A number of these opportunities are addressed in other parts of this document, such as the chapters on funding and finance, and those on transitioning key sectors. Māori-led opportunities should also be fostered, recognising the particular competencies and knowledge Māori bring (for example, to improve asset management and regeneration). Māori will have a key role in areas including agriculture, research, science and innovation, forestry, energy and industry, and building and construction.

We want to make high-quality, sustainable jobs accessible to young people, and those in lower paid work (including some Māori, Pasifika, women, and disabled people), and to enable the uptake of low-emissions business practices.

Supporting workers, households and communities

The Commission noted that employment and jobs will inevitably change as Aotearoa moves towards a low-emissions society. For many, this will mean learning new skills and for others it will mean moving into jobs in other industries. The Government is reforming the vocational education system, to ensure it's better able to produce the skills that learners, employers and communities need.

We must also do more to support and enable workers, households and communities to understand, plan and manage the transition, so they are better placed to build a productive, sustainable, inclusive and resilient society.

Potential responses include:

1. A new social unemployment scheme (through the Future of Work Forum), with the Council of Trade Unions and Business NZ. This would better support workers who lose their job, giving them financial stability to find the right job for their skills, or to retrain.

2. Supporting high-quality local planning, including:
 - developing user-friendly resources such as guidance, tools and information
 - improving how the public service supports transitions, building on programmes such as Kānoa Regional Economic Development Partnerships
 - deploying more intensive equitable transition support for communities and regions that need more assistance
 - investigating the ongoing role of the Regional Strategic Partnerships Fund and its potential to accelerate equitable regional transitions.

Monitoring and responding to impacts

We must carefully consider distributional impacts so that we can minimise negative effects, maximise co-benefits and reduce inequities. However, some impacts will be difficult to predict. Some options for better monitoring are:

1. a forward research programme to better identify vulnerable groups, and to assess mitigation options
2. better assessment of how current policies are playing out in practice
3. inviting Māori and stakeholders, including businesses and community groups, to provide real-time feedback on the effects of policies.

QUESTIONS

Equitable transitions strategy

The Climate Change Commission recommends developing an Equitable Transitions Strategy that addresses the following objectives: partnership with iwi/Māori, proactive transition planning, strengthening the responsiveness of the education system, supporting workers in transition, and minimising unequal impacts in all new policies.

13. Do you agree with the objectives for an Equitable Transitions Strategy as set out by the Climate Change Commission? What additional objectives should be included?
14. What additional measures are needed to give effect to the objectives noted by the Climate Change Commission, and any other objectives that you think should be included in an Equitable Transitions Strategy?

The Commission suggests that the Equitable Transitions Strategy should be co-designed alongside iwi/Māori, local government, regional economic development agencies, businesses, workers, unions, the disability community and community groups.

15. What models and approaches should be used in developing an Equitable Transitions Strategy to ensure that it incorporates and effectively responds to the perspectives and priorities of different groups?

Other actions

16. How can Government further support households (particularly low-income households) to reduce their emissions footprint?
17. How can Government further support workers at threat of displacement to develop new skills and find good jobs with minimal disruption?
18. What additional resources, tools and information are needed to support community transition planning?

QUESTIONS

19. How could the uptake of low-emissions business models and production methods be best encouraged?
20. Is there anything else you wish to share in relation to making an equitable transition?

Aligning systems and tools

SUMMARY

Moving to a low-emissions future means transforming all sectors of the economy. All our systems must point towards low emissions.

- **Government accountability and coordination** is essential for a well-resourced work programme that makes these system-wide changes.
- **Funding and financing** are a catalyst for significant cuts in emissions.
- **Emissions pricing** plays an important role in changing investor and consumer behaviour.
- **The planning system** controls how we use land, and the emissions that flow from those land uses – both urban and rural.
- **Research, science and innovation** generate knowledge, and new approaches and practices.
- **Behaviour change** by organisations, businesses and individuals is critical to achieving net zero.
- **Move to a circular and bioeconomy** to create economic value while restoring the natural systems.

Your views

We seek your comments on proposed measures to reduce emissions and align our systems with the transition. We would like to know if you think these are the right types of policies, if they go far enough, and what you think should be changed.

There are consultation questions throughout this section under each of the above headings.

Government accountability and coordination

Responding to climate change requires a coordinated work programme across central government to achieve our shared objectives and reach our climate targets. The Ministry for the Environment leads our country's climate change policy, and other government agencies hold the policy for key sectors to reduce greenhouse gas emissions and increase removals. The climate response will also require other actors – including local government and the private sector – to take action and mobilise resources.

The emissions reduction plan is just the first step. From June 2022 on, we will institute monitoring and public reporting of progress to track the implementation of the plan and enable accountability. The Climate Change Commission also has a role in monitoring and reporting progress against our budgets to the Government.

An equitable and managed transition requires:

1. building government capability to monitor progress against our budgets
2. making timely decisions so we stay on track
3. making sure social, economic and environmental policies support one another.

What we are doing now

Government leadership

Climate Change Response Ministerial Group – This is chaired by the Prime Minister. Formed in December 2020, it sets strategic direction on climate action and keeps the work programme timely and effective.

Climate Change Chief Executives Board – Formed in 2019, this brings together chief executives of key agencies to monitor and progress the Climate Action Plan,¹¹ and drives a climate work programme. The board will continue this governance role for the emissions reduction plan.

Aligning procurement with low emissions, and promoting investment

In October 2019 new Government procurement rules came into effect. They place more emphasis on social, economic, cultural and environmental outcomes, beyond the purchase of goods and services.

A priority is *supporting the transition to a net-zero-emissions economy*. This requires agencies to do their part by procuring sustainable goods and services. Read more on the [Government procurement rules](#).

The Carbon Neutral Government Programme

Government is joining businesses and communities in leading the way to a net-zero future, through the [Carbon Neutral Government Programme \(CNGP\)](#).

Launched in December 2020, it aims to make a number of public organisations carbon neutral from 2025. Participants measure and report their emissions, set targets and plans to reduce emissions in line with the 1.5° pathway,¹² and offset their remaining emissions from 2025.

Potential and proposed measures

Implementing the emissions reduction plan

This plan is the first step on the path to a low-emissions economy. From June 2022, agencies and Ministers must be accountable for what it sets out. The Government is considering whether this might require enhanced or additional mechanisms.

We will also need to monitor and track progress against budgets, including responding to the Climate Change Commission's reports that monitor our progress. To keep decisions timely, we will need more rapid and focused feedback. This means significantly increasing the capability of data and modelling teams in agencies.

¹¹ The Climate Action Plan was developed from the [Government response to the Productivity Commission's Low Emissions Economy report](#).

¹² That is, to be consistent with the intent and purpose of the Climate Change Response (Zero Carbon) Amendment Act 2019, and the Paris Agreement, of limiting the global average temperature increase to 1.5° Celsius above pre-industrial levels.

Working together in new ways

Striving to meet our transition challenge could involve new ways of collaborating to transform our economy, like mission-oriented innovation.¹³ By working in close partnership with business, iwi/Māori, and the public, a missions-led approach could catalyse innovation and crowd-in investment across the system to help drive transformation, forging new climate-resilient economic activities and jobs that embrace our unique strengths.

QUESTIONS

21. In addition to the Climate Change Commission monitoring and reporting on progress, what other measures are needed to ensure government is held accountable?
22. How can new ways of working together, like mission-oriented innovation, help meet our ambitious goals for a fair and inclusive society and a productive, sustainable and climate-resilient economy?
23. Is there anything else you wish to share in relation to government accountability and coordination?

Funding and financing

Climate change requires a step change in how we approach financing. Our climate targets will require significant, sustained investment from public and private sectors. To meet this challenge, we will need to:

- increase the amount of public funding available for new climate initiatives
- support the flow of private investment towards climate-positive outcomes and the growth of the green finance market
- consider how our policies, incentives and existing spending are contributing to where money flows across the economy
- ensure that our communities and businesses can access the finance they need to invest in the transition.

What we are doing now

Finance is an important catalyst for lowering emissions. Aligning finance with positive climate action may not directly reduce emissions, but it directs much-needed investment to low-emissions activities.

There is no single way to direct the flow of finance towards climate goals, but a range of options that need to be considered together. For a list of the current work being done across Government (at mid-2021), see [International developments in sustainability reporting](#).

Aligning public finance

Given the breadth, scale and duration of the transition to low-emissions economy, we need to ensure **adequate, durable and certain** public funding for climate action. The Treasury and the Ministry for the Environment are currently considering how the public finance system can provide this, including:

¹³ Larrue P. 2021. [The design and implementation of mission-oriented innovation policies](#). *OECD Science, Technology and Industry Papers* (100). Paris: OECD Publishing. The missions-led approach is also discussed in the [Research, science and innovation](#) section.

1. how we prioritise spending for positive climate action through the annual Budget process
2. how we assess and report on what gets funded through public spending, including how well broader public spending aligns with our climate targets
3. how the Government can coordinate and encourage climate investment in the private sector
4. how we can recycle revenue from the New Zealand Emissions Trading Scheme (NZ ETS) into climate spending.

Initial work on this will inform the next Government Budget and will build on a number of existing government funds that support low-emissions activities, such as the [Government Investment in Decarbonising Industry Fund](#), the [Low Emissions Transport Fund](#) and the [Technology Demonstration Fund](#).

Government agencies are also looking at novel ways to boost public investment in low-emissions activities. For example, Kāinga Ora launched its [Sustainability Financing Framework](#) in 2020, to support investment in green buildings.

Mobilising private finance

The investment needs of a climate change response cannot be met by public finance alone. There are significant opportunities for private investors in the growing green finance markets. In fact, the private sector is already taking these opportunities, such as through the recently launched Centre for Sustainable Finance.

The Government will support private investment into this space by providing co-funding, overcoming information barriers, and regulating where necessary. Over the last three years the Government has:

- established the New Zealand Green Investment Finance Limited (NZGIF) to direct private sector capital into investments that reduce emissions in 2018. The latest Government Budget provided \$300 million of additional funding for NZGIF to invest into decarbonising public transport, waste and plastics.
- Banned default KiwiSaver funds from investing in fossil fuel production.
- Helped investors better understand climate change-related risks and opportunities and supported investor activity, by introducing mandatory climate-related disclosures in 2020. The Financial Markets Authority also published their disclosure framework for integrated financial products in late 2020 to support the growing market for ESG (environmental, social and governance) funds.
- Mobilised private finance in the regions to make them more productive, resilient, inclusive, sustainable and Māori-enabling through Ministry of Business, Innovation and Employment's Kānoa – Regional Economic Development and Investment Unit's (REDIU's) \$200 million Regional Strategic Partnership Fund.

To encourage continued funding and financing, we would like to understand the barriers and gaps in allocating private capital to low-emissions investment, and clarify where to focus our initial efforts for the greatest impact.

Access to finance to support the transition

The costs of the transition will also fall on communities, businesses and individuals. We are considering where access to finance is creating a barrier to the transition, and how we can overcome those.

For example:

- To increase lending for sustainable agricultural activities, the Ministry for Primary Industries is working with the banking industry and the Sustainable Finance Forum of the Aotearoa Circle on a common set of guidelines for defining 'sustainable agriculture'.
- The Reserve Bank of New Zealand is exploring the challenges Māori face in accessing capital, with a focus on bank lending to small and medium-sized enterprises (SMEs), and is building a quantitative assessment of those challenges now. We would also like to understand whether Māori face other barriers to low-emissions finance, particularly outside of the SME context.

QUESTIONS

24. What are the main barriers or gaps that affect the flow of private capital into low-emissions investment in Aotearoa?
25. What constraints have Māori and Māori collectives experienced in accessing finance for climate change response activities?
26. What else should the Government prioritise in directing public and private finance into low-emissions investment and activity?
27. Is there anything else you wish to share in relation to funding and financing?

Emissions pricing

Emissions pricing helps change investor and consumer behaviour. It promotes lower emissions options by putting a cost on emissions, either directly or through obligations that are passed on to consumers. This allows businesses and consumers to make the most cost-effective choices for reducing their emissions. The NZ ETS is our main emissions pricing tool, and just under half our gross emissions face an emissions price through the scheme. It creates a trading market for New Zealand Units (NZUs), where each NZU represents one tonne of CO₂e. Participants are required to surrender one NZU for each tonne of CO₂e they produce. Participants who remove CO₂e from the atmosphere (mostly foresters) are entitled to receive NZUs. Businesses whose activities are emissions intensive and trade exposed can receive a free allocation of NZUs, termed industrial allocation.

The Government has put an overall limit (cap) on the emissions that participants produce. As the NZU supply decreases over time, the demand will increase, causing the price to rise. This makes emissions-intensive technology and behaviour more expensive, and encourages businesses and individuals to find ways to reduce their emissions and increase removals, such as by planting forests.

The NZ ETS is designed to limit net emissions (the sum of gross emissions and removals) in line with the net emissions budgets that will be set under the Climate Change Response Act 2002 (CCRA). There is currently no limit on the use of NZUs from forestry to meet NZ ETS surrender obligations.

What we are doing now

The overall limit and price control settings are updated annually to provide settings for the next five years.

The Government has announced that the unit volumes in the NZ ETS and the price control settings will be updated from 1 January 2022, in line with the Commission's recommendation. View the [auction volumes and price control settings for 2022–26](#).

These changes have created a rising price corridor; the price at which extra units could be released for sale from the cost containment reserve¹⁴ during NZ ETS auctions will increase from \$50 to \$70 from 1 January 2022, and will increase by 10 per cent plus inflation each year. The auction price floor will increase from \$20 to \$30 from 1 January 2022 and increase at 5 per cent plus inflation each year.

The settings may be revised in 2022 for 2023–27, to support our agreed emissions budget, and the Commission's annual advice on NZ ETS settings.

Potential and proposed measures

Encouraging gross emission reductions through the NZ ETS

To support our transition pathway, substantial gross emissions reductions are required by 2050. The NZ ETS needs a higher emissions price to drive investment and behaviour change to reduce gross emissions. This is especially important to achieve the transition pathway for gross emissions in energy, transport and industry. In these sectors, cost-effective technologies already exist to reduce some gross emissions. Any delay in investing in such technologies will cost us more in the long run, lead to higher cumulative emissions, and require more land-use change to forestry after 2050.

A rising NZ ETS price under current settings may drive more forestry rather than gross emissions reductions over the long term

Modelling undertaken by the Climate Change Commission identified that under current policy settings a rising NZ ETS price is likely to mostly drive exotic forest planting in the short term, rather than gross emissions reductions.

The Commission's modelling, and government analysis carried out in 2019,¹⁵ as well as 2018 modelling from the Productivity Commission on our transition to a low-emissions economy identified abatement costs in forestry at then current emissions prices, and much higher abatement costs in the energy, industrial processes and product use, and waste sectors.

Modelling from the Productivity Commission found that an emissions price of \$150–250 per tonne of carbon is needed to achieve net zero emissions by 2050. While the reductions in net emissions come mainly from afforestation, gross emissions reductions are achieved at higher emissions prices from replacing fossil fuels with clean electricity and other low-emissions energy sources in transport and process heat. These higher prices could come about through land scarcity impacting afforestation costs. The Productivity Commission noted that while afforestation provides a cost-effective means of reducing net emissions, this is only an interim solution as substantial gross emissions will remain in 2050 (over 50 Mt CO₂e) and there will only be sufficient suitable land for afforestation for the next 30 to 50 years, at projected planting rates.

¹⁴ The cost containment reserve (CCR) is a reserve volume of units available to be released to the NZ ETS market if the CCR trigger price is hit at auction.

¹⁵ Ministry for the Environment. 2020. [Marginal abatement cost curve analysis for New Zealand: Potential greenhouse gas mitigation options and their costs](#). Wellington: Ministry for the Environment

Climate Change Commission recommends further NZ ETS amendments

The Commission recognised that this could cause a problem with the effectiveness of the NZ ETS in driving gross emission reductions. The Commission recommended amending the NZ ETS to strengthen the incentive for gross emissions reductions, and manage the amount of exotic forest planting the NZ ETS drives. This is because while the emissions removed by exotic forest planting can offset gross emissions, this is a one-off benefit, and means the land must remain in forest permanently. This reduces the flexibility of land use and delays reducing gross emissions.

We intend to look at this issue more closely, and if needed will change the way forestry is treated under the NZ ETS.

Future carbon sequestration incentives

New Zealand needs new forests to be planted over the coming decades, to continue to offset emissions, including hard-to-abate emissions up to and beyond 2050, and to provide flexibility for meeting domestic and international targets if gross emissions are harder to achieve than anticipated. An increased wood supply will also support our efforts around biofuels and the circular economy. We also need forestry to support Māori aspirations, contribute to economic prosperity, biodiversity, soil and water health, and climate resilience.

These many benefits are why the Government is committed to maintaining effective incentives for planting new forests of the right type, in the right place and for the right purpose. If there will be constraints on forestry in the NZ ETS, then Government will work with land owners and industry on ways they can be rewarded for carbon sequestration and other benefits outside the NZ ETS.

Anticipating the likely incentives for carbon sequestration from the 2030s is work that needs to happen regardless of any decision on whether to constrain forestry driven by the NZ ETS. If Aotearoa substantially reduces gross emissions by the 2040s there will be less demand for forestry removals from existing NZ ETS emitters responsible for those emissions. We will continue to need forestry removals, however, for offsetting hard-to-abate emissions and biological emissions currently outside the NZ ETS. There may also be demand from the voluntary and international markets. Given the long timeframes that new forests contribute removals over, decisions made in the next few years will influence the quantity and type of forestry removals in the NZ ETS up to 2050.

The Commission has noted that current NZ ETS settings will incentivise more planting of fast-growing exotic species, such as pine, than may be desirable to meet the 2050 target. The Commission also noted Aotearoa should transition from a reliance on exotic forests to permanent native forests before 2050. Because forestry removals may also be thought of as insurance if progress in other sectors is slower than forecast, it's important to maintain investor and land owner confidence by carefully analysing the impacts of any changes to forestry incentives.

The Commission presented several options for how to amend the NZ ETS to manage incentives for afforestation, including:

- reducing demand by limiting how many forestry units non-forestry participants can surrender
- requiring them to pay an additional fee when surrendering forestry units
- reducing the rate at which units can be earned by exotic forest

- limiting the overall area of forest that can be registered in the NZ ETS each year, or otherwise amending the eligibility criteria.

There may be other options, and each option will have different impacts on different groups. The Government will need to identify and work through the risks and benefits of different approaches, including the status quo, during the policy development process. We will analyse the implications of different policy options on the NZ ETS to avoid unintended consequences. Your feedback and ideas are important, and will inform this analysis. There will be further consultation as options, including the status quo, are developed.

We will decide by the end of 2022 on whether to change NZ ETS rules in the future. If changes are necessary, we will also decide on preferred options.

Improving market governance

Market governance is critical for the integrity and efficiency of the NZ ETS. Consultation on options to improve the governance of advice, trading, and market conduct, and appointing a market regulator closed on 17 September 2021. The aim is to improve the current framework to manage risks of misconduct in the NZ ETS and protect NZ ETS users from financial harm. We will include feedback from this consultation in a summary of submissions expected to be published in late 2021. The results of the consultation, alongside further policy analysis, will inform advice on designing a governance framework for the NZ ETS.

Reviewing free industrial allocation

Some businesses are allocated free NZUs for activities considered emissions intensive and trade exposed (EITE). Industrial allocation reduces the risk of the emissions price driving EITE firms, production and the associated emissions overseas, which could increase global emissions. This risk is known as **emissions leakage**.

We consider that current industrial allocation policy is contributing to over-allocation. Consultation on options to improve the policy, to manage any ongoing risk of emissions leakage and align with our climate change commitments closed on 17 September 2021. We are also considering the longer term direction of the policy, and alternative mechanisms.

The results from this consultation, alongside further policy analysis, will inform advice to Ministers about policy changes to industrial allocation. These changes are likely to be progressed through an amendment to the Climate Change Response Act introduced in 2022, and later through changes to the industrial allocation regulations.

QUESTIONS

28. Do you have sufficient information on future emissions price paths to inform your investment decisions?
29. What emissions price are you factoring into your investment decisions?
30. Do you agree the treatment of forestry in the NZ ETS should not result in a delay, or reduction of effort, in reducing gross emissions in other sectors of the economy?
31. What are your views on the options presented above to constrain forestry inside the NZ ETS? What does the Government need to consider when assessing options? What unintended consequences do we need to consider to ensure we do not unnecessarily restrict forest planting?
32. Are there any other views you wish to share in relation to emissions pricing?

Planning

Decisions on land use and resources affect the emissions pathway we take, and can lock us into that pathway for generations to come.

In many parts of New Zealand, rapid outward growth has led to poorly functioning urban form and higher emissions. Strategic planning and investment can lower emissions over time by influencing urban form through locating medium- and high-density development and mixed-use centres to support active and public transport. Planning can drive climate action in almost every sector – for example, enabling afforestation to offset emissions and supply the emerging bioeconomy, enabling renewable energy, or enabling a range of infrastructure and building types that support emissions reductions.

What we are doing now

The existing [national direction on urban development](#), which guides council planning, enables growth ‘up and out’ in locations with existing services and infrastructure, promoting growth in centres and public transport networks.

Urban design schemes for safe, accessible, liveable neighbourhoods, which complement climate objectives, are underway at a small scale, as is work on Māori-led housing.

Partnerships between iwi/Māori and central and local government are already producing long-term spatial plans for high-growth regions, with well-planned intensification and public transport-oriented projects.

Other programmes include national direction on renewable energy generation and industrial greenhouse gas emissions and the Building for Climate Change programme.

The Kāinga Ora programme is working to understand how it can reduce urban emissions through planning and infrastructure in its large-scale regeneration programmes. This is supported by a [Housing Acceleration Fund](#) for infrastructure, and work to take a climate lens across investment.

Proposed policies and measures

Since 1991, the way we manage our environment has largely been governed by the Resource Management Act 1991 (RMA). **Reforms** are currently underway and provide an opportunity to integrate emissions reduction into land-use planning and investments.

The reforms seek to replace the RMA with:

- A Natural and Built Environments Act (NBA) to protect and restore the environment while better enabling development, underpinned by Te Oranga o te Taiao. This is proposed to require mandatory direction for greenhouse gas emissions.
- A Strategic Planning Act (SPA) to require long-term regional spatial strategies to help align priorities and integrate decisions across land use, transport and local government. This will help align how investment is directed across legislation – for example, under the new NBA, and the existing Local Government Act 2002 (for example, long-term plans) and Land Transport Management Act 2003 (for example, Government policy statements).
- A Climate Adaptation Act (CCA) to address issues around managed retreat.

Development of the proposed SPA and NBA, and engagement with local government and iwi/Māori, will happen throughout 2021. These reforms are a key opportunity to align the planning and funding frameworks with climate mitigation and adaptation. This will assist local authorities to make and fund decisions aligned with reducing emissions and adapting to climate change, but further system change may be needed. These should be considered alongside sector-specific policies, for example, in relation to the New Zealand Building Code. Further system-wide reforms will likely also be needed to support the new resource management system and optimise emissions reductions, for example through alignment of the Local Government Act, Land Transport Management Act, and the Building Act 2004.

Other direction will be developed as part of a 30-year infrastructure strategy, and the draft Government Policy Statements on Housing and Urban Development (which will set expectations for Kāinga Ora for how it mitigates and adapts to climate change).

The Commission recommended bringing climate change into the decision-making processes of Crown agencies, entities and Crown-owned companies. Investigation into opportunities to reduce emissions across all public and private infrastructure assets is needed – including embodied emissions from construction and maintenance, operational emissions, and the infrastructure-enabled emissions. Changes may be needed in several areas to support low-emissions, climate-resilient built assets – including investment, funding and financing settings, infrastructure-related targets supported by sectors and backed by behaviour change programmes, as well as risk disclosure and monitoring. Alongside this, green infrastructure solutions should be supported.

The Commission recommended a greater focus on partnership with iwi and Māori in relation to urban development. Partnerships with mana whenua are underway as part of the Urban Growth Partnerships and further work will be done on a partnership approach as part of the work on the Spatial Planning Act. The Commission also recommended better protection of Māori interests and site of cultural significance and resource management reform could provide a better framework for progressing this.

The construction sector, urban designers and developers, who are key to achieving effective land-use planning, will need different support.

Integrating emissions into urban planning and funding

We do not know the total emissions contribution of urban areas. We need to develop a way to measure the emissions associated with urban development decisions. This should incorporate the likely lifetime emissions of transport and energy use that would be enabled under different scenarios, and embodied emissions in buildings and infrastructure.

Understanding the emissions impact could inform strategic, spatial and local planning and investment decisions, and drive emissions reductions going forward.

There are major opportunities in planning and investing for a more compact mixed-use urban form, oriented around public and active transport. As noted in the [Transport](#) section, the Government will require transport emissions impact assessments for urban developments and factor these into planning decisions (with requirements to avoid, minimise and mitigate transport emissions impacts). Transport plans and future investments will also strongly prioritise travel by public transport, walking, and cycling.

Future work could explore the:

- economic benefits and distributional impacts of intensifying development in towns and cities
- price signals and economic instruments to support this.

This includes options proposed by the Resource Management Review Panel, such as ‘value capture’ tools, as well encouraging the uptake of alternative, low-carbon infrastructure and its financing.

QUESTIONS

33. In addition to resource management reform, what changes should we prioritise to ensure our planning system enables emissions reductions across sectors? This could include partnerships, emissions impact quantification for planning decisions, improving data and evidence, expectations for crown entities, enabling local government to make decisions to reduce emissions.
34. What more do we need to do to promote urban intensification, support low-emissions land uses and concentrate intensification around public transport and walkable neighbourhoods?
35. Are there any other views you wish to share in relation to planning?

Research, science and innovation

Research, science and innovation (RSI) help us towards an inclusive, sustainable and productive future. The Climate Change Commission identified innovation as a pillar of our emissions reduction interventions.

The RSI system¹⁶ yields scientific knowledge and innovation to drive the transition, including lower emission practices. It also promotes mātauranga Māori in addressing the problems and opportunities.

¹⁶ The RSI system consists of people, institutions (including research organisations and businesses) and infrastructure. The Government supports the system through direction setting, funding, ownership of research and innovation institutions, coordination, and regulation (eg, for intellectual property).

We are committed to increasing our RSI activity to 2 per cent of gross domestic product (GDP) (from the current rate of 1.35 per cent).

The RSI system drives emissions reduction in three approaches:

1. **Knowledge:** this enhances our understanding of climate change and the scale of reduction needed. A growing knowledge base helps the Government, communities and businesses adapt, and manage the transition.
2. **Sectors:** this aims to solve the scientific and technological challenges in reducing emissions in domestic sectors, with novel methods. Sectors can commission research and development (R&D) and use RSI resources. Government support can accelerate innovation to assist individual sectors, for example by lowering agricultural emissions, fostering the bioeconomy, or addressing hard-to-abate emissions.
3. **Opportunities:** cutting-edge science expertise and frontier firms give Aotearoa an advantage in designing new, low-emissions technology, businesses and sectors. These can be exported to connect with the global green economy. These opportunities are hard to plan for but will underpin an equitable transition to new sectors with higher productivity jobs.

The RSI system ensures that our research community and innovative businesses have the science capability, people, infrastructure, culture and experience to meet new challenges as they arise. Greater emphasis on low emissions would require additional funding or a shift away from other areas of innovation.

With the short timescale for the transition, and the breadth of science and innovation required, our RSI system must be adaptable, resilient, connected to the global frontier, and able to deliver and absorb innovation at pace.

What we are doing now

Existing funding is both broad-based and targeted at low-emissions R&D. We support projects driven by knowledge, sector and opportunity.

Examples include:

- funding for research to reduce agricultural greenhouse gas emissions – focusing on information, technology and behaviour for agriculture in a carbon-constrained world¹⁷
- support for the Bioresource Processing Alliance, which helps reduce waste through high-value products from low-value biological resources¹⁸
- the Strategic Science Investment Fund (SSIF),¹⁹ to develop new knowledge and capabilities, working closely with end users to support the uptake of research.

Government investment in research, science and innovation

Annual government investment in RSI is \$2 billion currently, with \$2.2 billion from the private sector, equating to 1.35 per cent of GDP (while our total RSI investment is below the Organisation for Economic Co-operation and Development (OECD) average of 2.34 per cent,

¹⁷ See more information about the Ministry for Primary Industries (MPI) and Ministry of Business, Innovation and Employment (MBIE) funded [New Zealand Agricultural Greenhouse Gas Research Centre](#).

¹⁸ See the [Bioresource Processing Alliance](#).

¹⁹ See the [SSIF research programmes](#).

the government-funded share is higher than the OECD average). Major investments include the Marsden Fund, the Endeavour Fund, the Sustainable Food and Fibres Fund, and the Research and Development Tax Incentive (RDTI), which supports business innovation.

Government investment in climate change research covers:

- understanding climate change and emissions, contributing to the global body of knowledge
- understanding the effects of high emissions on our environment, including towns and cities
- developing the new knowledge and technology that will help to mitigate and move away from high emissions
- developing the knowledge and technology to build new net-zero industries.

Research and Development Tax Incentive

The [Research and Development Tax Incentive](#) is the main mechanism to support business innovation. It allows companies to claim back 15 per cent of eligible R&D expenses, and helps them to grow and contribute to the New Zealand economy.

Vision Mātauranga

The [Vision Mātauranga](#) policy unlocks the science and innovation potential of Māori knowledge. Mātauranga Māori offers insights and solutions to climate change issues that reflect a holistic worldview.

The Expanding the Impact of Vision Mātauranga initiative will assist Māori to make future investments in RSI. It will be co-developed with Māori to achieve outcomes driven by and for Māori, and reflect Te Tiriti o Waitangi (Treaty of Waitangi). We will promote a system that supports and reflects Māori aspirations and mātauranga Māori in RSI.

The Endeavour Fund

The Endeavour Fund invests in a wide range of research. The [Endeavour Fund Investment Plan 2022–24](#) emphasises proposals that aim to support the transition to a low-emissions and climate-resilient economy. Explicit consideration will be placed on the potential impact of research on greenhouse gas emissions. This initiative is cost-neutral, as it sits within existing processes. The fund invests about \$57 million in new projects annually.

Research on agricultural emissions

The Budget 2021 initiative Accelerating Agricultural Climate Change Research is a collaboration between MBIE and MPI to address research in the agriculture sector. It will accelerate agricultural greenhouse gas mitigation R&D in high-impact areas (for example vaccines, methane and nitrous oxide inhibitors, low-emissions animal breeding, and soil carbon enhancement).

Supporting and commercialising innovation

The Ministry for the Environment and Callaghan Innovation highlight environmental challenges through accelerator schemes such as the Climathon and Creative HQ's Climate Response Accelerator. They advise private sector participants on designing new products and services, including low-emissions technology.

Callaghan Innovation has launched a partnership with other government agencies that work in the innovation sector entitled 'Cleantech: Making it Happen'. This will connect innovators with the Government, investors, Māori trusts and customers to increase cleantech innovation and commercialisation.

Potential measures

MBIE aims to target investment in lower emissions, so that the RSI system delivers cutting-edge innovation. MBIE seeks public input on where and how to direct our RSI efforts.

The RSI system can also coordinate activities to decarbonise different sectors, such as wider access to established low-emissions technology.

Future Pathways programme

MBIE's Future Pathways programme will set the priorities for research to address the challenges facing New Zealand, such as the transition to a low-emissions economy. Initial consultation will be through a green paper, scheduled for the third quarter of 2021.

Future Pathways will consider:

- giving complex challenges such as climate change a clear locus of activity and dedicated resourcing
- reshaping the funding system to give effect to those priorities, and to build our capability now and in future
- shaping our institutions so they can act on those priorities and adapt in a fast-changing world.

Start-up Action Plan

MBIE is exploring ways to foster start-ups in New Zealand; this includes how it can help them address environmental challenges, including lowering emissions.

A cross-government approach will enhance the visibility and connectedness of this scheme. It will also improve access to resources for scaling up, starting with a publication to highlight the current system.

It also involves co-designing mechanisms with Māori to assist Māori start-ups.

Mission-oriented innovation

MBIE is developing a proposal for a mission-oriented innovation²⁰ approach to climate change. This would join efforts, resources and knowledge across disciplines, sectors and policies, to collectively support projects that tackle climate change. It would focus on opportunities from new low-emissions technology, and help address sector-specific problems. It would also consider the need for innovation infrastructure to help people adopt available emerging low-emissions technology, and new technology and ideas.

This includes providing strategic direction; improving networks among researchers, businesses and institutions; supporting international cooperation; and fostering new relationships between RSI and firms at the cutting edge.

²⁰ Larrue P. 2021. [The design and implementation of mission-oriented innovation policies](#). *OECD Science, Technology and Industry Papers* (100). Paris: OECD Publishing.

Below are some initiatives that could kick off a mission-oriented approach.

- Innovative partnerships for clean technology

MBIE proposes an [Innovative Partnerships programme](#) on clean technology (cleantech) to investigate new and emerging initiatives, including those that would reduce emissions. It would attract frontier firms to conduct R&D, invest and build a sustained presence in Aotearoa.

Through this approach, Aotearoa could become a global destination for cutting-edge R&D, provide a test bed for low-emissions innovation, and stimulate and scale up domestic and overseas clean technology.

- Advanced technology research and development

MBIE is considering creating a roadmap to guide investment in advanced technology over the next 5–10 years. Some of these – such as new energy vehicles, smart grids, hydrogen energy and new forms of energy storage – will lower our emissions profile.

- Supporting the uptake of emerging technologies

MBIE proposes addressing the gap in support for new technology that is under development. This could include creating test beds, through pilot plant facilities and regulatory coordination. It would also look at emerging international technology that supports our transition.

MBIE is also scoping ways to scale up high-impact projects more quickly. It will seek partnerships with private enterprise and government agencies to test solutions as part of a partner's normal operations, to reduce the lag between development and widespread uptake.

QUESTIONS

36. What are the big challenges, particularly around technology, that a mission-based approach could help solve?
37. How can the research, science and innovation system better support sectors such as energy, waste or hard-to-abate industries?
38. What opportunities are there in areas where Aotearoa has a unique global advantage in low-emissions abatement?
39. How can Aotearoa grow frontier firms to have an impact on the global green economy? Are there additional requirements needed to ensure the growth of Māori frontier firms? How can we best support and learn from mātauranga Māori in the science and innovation systems, to lower emissions?
40. What are the opportunities for innovation that could generate the greatest reduction in emissions? What emissions reduction could we expect from these innovations, and how could we quantify it?
41. Are there any other views you wish to share in relation to research, science and innovation?

Behaviour change – empowering action

Public engagement is central to the emissions reduction plan – especially as a net-zero future depends on individuals, households and organisations changing their behaviour.

Promoting public awareness, communication and education helps to meet four objectives:

1. Keep the public well informed, so they understand Government plans and policies.
2. Engage people in consultation, so that the best decisions are made for Aotearoa and our people in the transition.
3. Co-develop and share the Government's vision.
4. Motivate people to act in their own lives, and make long-term decisions that will help everyone make the shift.

In the short term, we can lower emissions by encouraging New Zealanders to make choices and new actions – for example, using the car less, taking public transport, native tree planting and walking and cycling (active travel).

However, promoting only small-scale, ad hoc changes risks a short-lived impact. We must drive deep and long-term systemic change to change behaviour at the scale required. The Government should take a central role in driving this. Finding the best way to do it is a key challenge.

What we are doing now

The Commission noted that education and information can promote behaviour change.

We have a wide range of activities to raise public awareness, educate, provide information and avenues for individuals to take climate-positive action. Examples include:

- The [GenLess](#) public campaigns and communications platform helps raise the willingness of the public and businesses to think about climate change and encourage energy-efficient and low-carbon choices (Energy Efficiency and Conservation Authority (EECA)).
- The [Environmental Education for Sustainability Strategy and Action Plan](#) helps equip young people to address environment challenges (Ministry of Education, Department of Conservation and Ministry for the Environment).
- The Ministry of Education resource [Climate Change – prepare today, live well tomorrow](#) helps students understand the effects of climate change at a local, national and global scale.
- [He Waka Eke Noa](#) Primary Sector Climate Action Partnership will bring in a farm-level pricing scheme by 2025. This will encourage farmers to reduce their emissions through currently available practices (Ministry for Primary Industries and Ministry for the Environment).
- [BikeReady](#) is a national cycling education system delivered by people in your community. It helps people gain safe road skills for cycling early in life, and fosters a more empathetic transport environment, so that cycling feels like a real transport choice for most people (Waka Kotahi NZ Transport Agency and ACC).
- We are developing updated guidance for voluntary offsetting in New Zealand. The purpose of this guidance is to mobilise and incentivise private finance to enable additional emissions reductions or removals. The guidance will also clarify how organisations and individuals can demonstrate that the voluntary action undertaken has high environmental integrity.

Potential and proposed measures

Behavioural change fund

Although the programmes above are a good starting point, the Commission recommended a more coordinated approach to meet our targets.

The Commission advised on the Government's role in embedding behavioural change in policies and programmes, and setting up a fund with a nominated lead agency to drive behaviour change. We are considering this advice. We are aware that any effort to inform and engage New Zealanders should build on what is already in place (above), with a greater focus on interventions and campaigns for faster behaviour change.

QUESTIONS

42. What information, tools or forums would encourage you to take greater action on climate change?
43. What messages and/or sources of information would you trust to inform you on the need and benefits of reducing your individual and/or your businesses emissions?
44. Are there other views you wish to share in relation to behaviour change?

Moving Aotearoa to a circular economy

A circular economy is about building up a new economic system that operates within planetary boundaries and achieves wellbeing for all. It is about moving from an extractive economic model (for example, one that can have an unsustainable impact on the environment, relies on extracting non-renewable resources and exploits cheap labour) to one that is regenerative, circular and equitable.

The circular economy is often seen as an approach to waste management and resource recovery, but it is much more than this. It is about rethinking how we consume and produce all goods and services, how we live as individuals and communities, and our integration into global value chains.

Our current working principles for a circular economy include:

- designing out waste, pollution and emissions, and unnecessary use of materials
- taking a whole-of-life approach to materials and products, and eliminate waste and pollution through design and planning
- taking responsibility for the past, present and future condition of our natural resources
- keeping products and materials in use, at their highest value
- protecting and regenerate natural systems, to ensure the environment is healthy for future generations
- thinking in systems, where everything is interconnected
- delivering equitable and inclusive outcomes.

The circular economy is an important part of reducing emissions. Globally, 45 per cent of emissions comes from making products – everyday products like cars and clothes, and

managing land.²¹ Using our finite resources more efficiently and in circular ways will generate numerous co-benefits, such as a more sustainable economy, less reliance on imported materials, a more resilient economy, and innovative value-add economic activities.

There is a significant sustainable economic development opportunity presented through a shift to a circular economy approach. The development of this approach provides an opportunity to build up the new green economy, with new, value-adding sustainable activities and industries being created. This includes potential new resource recovery- and energy-focused jobs.

A more circular economy aligns with a te ao Māori view, which is vital for the sustainable and equitable use of our resources. A circular economy will bring together aspects of mātauranga Māori and the waste hierarchy.

We want to know what you think a circular Aotearoa economy could look like in 2050, what we could do to get us there, and important milestones to measure progress along the way. While there are significant opportunities in becoming circular, we have some way to go and there are challenges to overcome.

Constraints

Aotearoa is still in the early stages of developing circular approaches. Barriers include:

- Lack of consistent and reliable data on material flows through the economy.
- Lack of information to help businesses review their supply chains, understand how to make resources more efficient, and assess the opportunities that circular approaches may present.
- Broader policies to reduce and reuse materials, including incentives, are still in development and not yet reflected in design (for example, supply chains are linear and favour single-use products).
- Lack of depth in 'circular' skills, such as product design and manufacture; growing our knowledge economy is also key to unlocking the circular economy.
- Consumer culture and marketing that favours convenient linear or single-use options, and markets that promote and benefit from this model.

The bioeconomy has a key role in the transition

The Climate Change Commission defines the bioeconomy as those parts of the economy that use renewable biological resources (biomass) to produce food, products, and energy.

Although we are taking a broader view, the focus of bioeconomy work programme globally appears to be on:

- recovery and reuse of biological waste (by-products from one activity as an input into another)
- directly replacing fossil fuels with renewable sources
- new, uncommon, or innovative ways of using renewable biological resources (for example, bio-resource extraction and manufacturing), and new organic-based materials and products (for example, bamboo, mushrooms and timber used for buildings).

²¹ Ellen MacArthur Foundation. 2019. [Completing the picture: How the circular economy tackles climate change](#).

The bioeconomy is an important part of a circular economy, with both being based on restorative circular systems leveraging greater use of renewable biological resources.

Biomass

Biomass is any organic matter that can be used as fuel or turned into a useful material or chemical. This includes forestry slash, wood chips, tallow, straw, effluent, and organic household waste.

The Commission notes that when the bioeconomy incorporates circular economy principles, it can use biomass residue or waste from forestry, fisheries, agriculture and households as raw materials for other products.

Opportunities

Fostering the bioeconomy is an opportunity to:

- decarbonise our energy sources, including providing a low-cost route for decarbonisation for some uses (for example, process heat), and an option to reduce emissions from hard-to-electrify sources such as long-haul aviation and trucking
- reduce our reliance on imported resources, for greater resilience
- encourage, trial and promote new technology, methods and organic resources to lower emissions and design more climate-resilient materials, products, and processes (for example, diversified high-value wood products for construction)
- strengthen and leverage our relative position on the global stage as a genuinely low-carbon food- and fibre-producing nation
- support an equitable transition through new economic activity and learning and job opportunities.

Challenges

Meeting our target for process heat and transport emissions will drive a rapid increase in demand for biomass, and competition between different uses. This will create several challenges, including securing long-term supply, managing regional supply and demand, and the cost of transport.

Some bio-based technologies, such as solid biofuels, are ready for wide-scale use. However, other products such as bioplastics or renewable biofuels require further work, and face challenges to commercialise and attract investment.

What we are doing now

The Government already has several initiatives that will support the move to a circular economy and thriving bioeconomy, for example:

- developing a refreshed national waste strategy with a focus on circular economy
- funding circular economy innovation and economic development opportunities, including:
 - the Ngawha circular economy innovation park in Northland
 - Āmiomio Aotearoa – a circular economy for the wellbeing of New Zealand research programme led by the University of Waikato

- the Bioresource Processing Alliance, which works with the primary sector to get better value out of biological secondary streams
- Scion’s bioenergy research programme.

Circular and bioeconomy considerations are already being incorporated into key policies, including Industry Transformation Plans (ITPs), National Resource Strategy and procurement. For example, the forestry and wood-processing sector ITP is exploring policies to help ensure adequate resource within the bioeconomy to support emissions reductions targets, and options to accelerate the development of high value bioproducts.

Potential and proposed measures

Moving to a circular economy with a thriving bioeconomy

Aotearoa must take a well-planned but agile approach to a circular economy transition, including the bioeconomy. It must take an integrated approach, linking the economy with the wellbeing of people and the planet, in line with the living standards framework. Where possible we will combine strategies to yield benefits across the four wellbeings – social, economic, environmental and cultural.

We need a strategy that outlines the vision, guiding principles and roadmap, and the role for the Government. A strategy for a circular economy will cover the whole economy as well as key sectors and activities, especially the bioeconomy.

Moving to a circular and zero carbon future will require new ways of working together. We all have a role to play – business, workers, iwi, governments, communities and more. We are interested in options to build on the partnerships that are already taking shape between industry, non-government organisations (NGOs) and other players, and to explore collaboration tools such as mission-led innovation.

Taking time to find the best way forward and work with our partners should not slow the growing momentum in Aotearoa. We will progress action where possible, while we set the strategic direction and foundations to see us to 2050.

While there is a lot already underway, we are interested in your views on how we can further enable New Zealand to move to a circular economy with a thriving bioeconomy. Below is a list of potential proposals we have identified for consideration:

- The development of a strategy, in partnership with iwi, for moving to a circular economy with a thriving bioeconomy, which outlines the vision, guiding principles, roadmap and the Government’s role.
- Establishing a baseline for our current performance, such as a ‘circularity gap’ country scan report.
- A circular economy sustainable development pilot fund to support business, communities and iwi to further move to a circular economy. This could include supporting:
 - business advisory services
 - regional circular economy initiatives such as eco-parks, hubs
 - iwi-led circular economy initiatives
 - partnership approaches between business, government, communities and others, including investigating actions within the Government’s Industry Transformation Plans (ITPS) and other existing partnerships.

- Further science and innovation to support the move to a circular economy with a thriving bioeconomy. This could include:
 - expanding the Bioresource Processing Alliance
 - supporting start-ups that align with a circular economy, through competitions, criteria for incubators and accelerators and procurement approaches
 - exploring the role of mission-led innovation (see the [Research, Science and Innovation](#) section)
 - innovation infrastructure for piloting, prototyping and testing.
- Accelerating the uptake of bioenergy. The Government could consider taking a more active role in market facilitation of bioenergy by helping establish long-term agreements between feedstock producers, intermediaries and end users, assisting in the development of a platform to help match buyers and sellers, and providing information to the market.
- Building knowledge and education on circular economy and using Regional Skills Leadership Groups and Workforce Development Councils to identify skill needs and training options.
- We are also looking into some more sector-specific initiatives. For example, the Building for Climate Change programme is exploring a specific building-related circular economy package, details of which are in the [Building and Construction](#) section.
- Measures in the transport and energy sectors that will support the adoption of bioenergy include:
 - the introduction of a sustainable biofuels mandate to reduce emissions from existing vehicles.
 - the Government Investment to Decarbonise Industry (GIDI) fund provides financial support for co-investment to decarbonise industrial process heat through energy efficiency, technology innovation and fuel switching, including fuel switching to biomass.
- The proposed Government circular economy strategy would link to the Aotearoa Waste Strategy and Waste Minimisation Act 2008 review, which is proposed for consultation in 2021. As other economies have done globally, transitioning our current “disposal centric” waste system towards ‘reduce, reuse and recycle’ provides for the engine room of genuine circular economy.

QUESTIONS

45. Recognising our strengths, challenges, and opportunities, what do you think our circular economy could look like in 2030, 2040, and 2050, and what do we need to do to get there?
46. How would you define the bioeconomy and what should be in scope of a bioeconomy agenda? What opportunities do you see in the bioeconomy for Aotearoa?
47. What should a circular economy strategy for Aotearoa include? Do you agree the bioeconomy should be included within a circular economy strategy?
48. What are your views of the potential proposals we have outlined? What work could we progress or start immediately on a circular economy and/or bioeconomy before drawing up a comprehensive strategy?
49. What do you see as the main barriers to taking a circular approach, or expanding the bioeconomy in Aotearoa?

50. The Commission notes the need for cross-sector regulations and investments that would help us move to a more circular economy. Which regulations and investments should we prioritise (and why)?
51. Are there any other views you wish to share in relation to a circular economy and/or bioeconomy?

Transitioning key sectors

SUMMARY

The emissions reduction plan will include tailored measures to help industries maximise opportunities and transition. This section outlines the work underway and other possible measures for the following sectors:

- **Transport** – changing the way we travel, improving our passenger vehicles and promoting a more efficient freight system.
- **Energy and industry** – preparing our highly renewable electricity sector to power the low-emissions economy, moving away from fossil fuels, and speeding up industrial decarbonisation through fuel switching and energy efficiency.
- **Agriculture** – continuing to develop and adopt the technology and practices that keep this sector on track to meet the biogenic methane targets, and reduce long-lived emissions.
- **Waste and HFCs** – supporting the waste hierarchy, prioritising the reduction and diversion of waste from landfill (particularly organic), and reducing hydrofluorocarbons (HFCs) with high-global warming potential.
- **Building and construction** – reducing building-related emissions, and realising health or other co-benefits where possible.
- **Forestry** – establishing forest sinks that remove carbon from the atmosphere and promote biodiversity and wider environmental outcomes where possible.

Your views

We invite your feedback on:

- The new policies we are considering, or may consider, to meet emissions reduction targets. We would like to know if you think these are the right types of policies, if they go far enough, how any negative impacts of policies are best managed and what you think should be changed.
- Any other potential policies that we have not considered.

Transport

Why reducing emissions from this sector matters

Transport is our second-largest source of greenhouse gas emissions. It is responsible for:

- approximately 20 per cent of gross domestic emissions
- 43 per cent of total domestic CO₂ emissions.

We must set a pathway to a zero-carbon transport system by 2050.

To do this, the Climate Change Commission (the Commission) recommends reducing transport emissions by:

- 13 per cent by 2030
- 41 per cent by 2035 (compared to 2019).

This is equivalent to a 6.7 mega-tonne (Mt) reduction from 2019 levels.

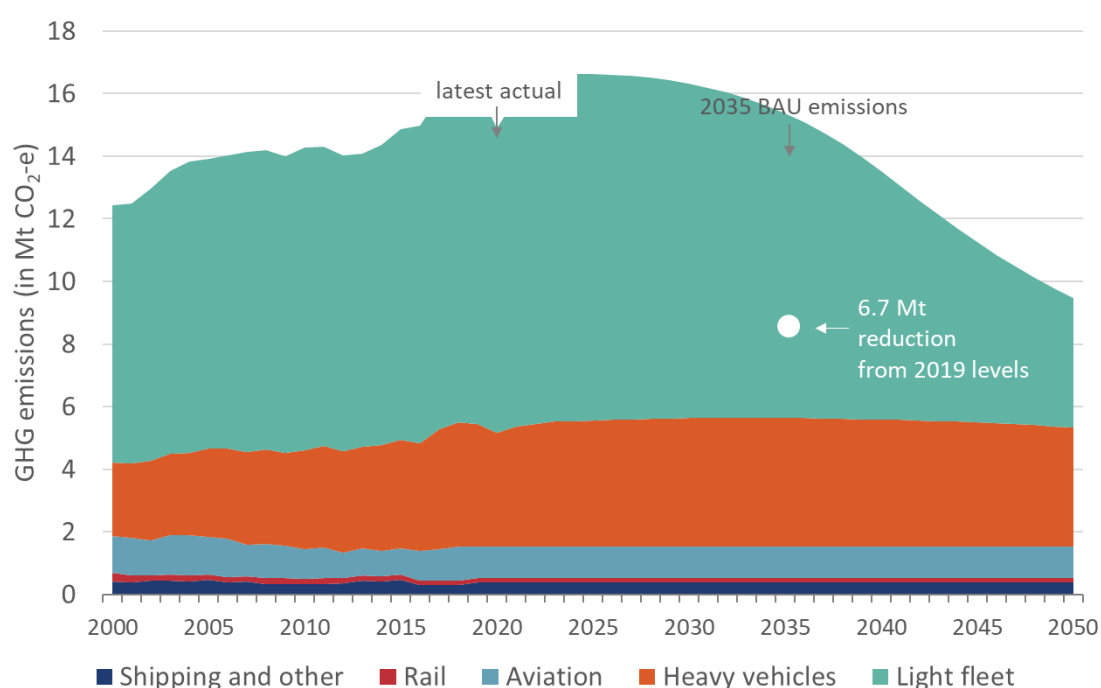
The scale of change to achieve these reductions and complete decarbonisation cannot be overstated.

Decarbonising transport also offers opportunities to improve the wellbeing of New Zealanders. Air pollution, crashes and congestion from traffic impose a large cost on our health, environment and economy. For many people and communities, transport is not affordable or accessible. The transition could make transport more inclusive, safe, healthy and resilient, and better support economic activity.

Almost every person and business relies on the transport system daily. Many difficult decisions and major investments are needed to create sustainable travel options for them. The Ministry of Transport forecasts that transport emissions will be nearly double where they need to be in 2035, unless we introduce major interventions to put us on a different pathway (see figure 4).

We need urgent, wholesale changes across the system to change this trajectory.

Figure 4: Ministry of Transport's emissions projections for transport



Previous consultation on reducing transport emissions

In May 2021, the Ministry of Transport released the discussion document *Hīkina te Kohupara – Kia mauri ora ai te iwi – Transport Emissions: Pathways to Net Zero by 2050* (*Hīkina te Kohupara*). This identified potential pathways and opportunities to phase out emissions across the transport system.

The consultation material in this section is based on advice from the Climate Change Commission, *Hīkina te Kohupara* and insights from feedback on *Hīkina te Kohupara*. Here we highlight our commitments and actions to reduce transport emissions.

How we plan to reduce emissions in the transport sector

The Commission recommends the Government focuses on three areas to reduce emissions from the transport system:

1. Reducing reliance on cars and supporting people to walk, cycle and use public transport.
2. Rapidly adopting low-emission vehicles and fuels²².
3. Beginning work now to decarbonise heavy transport and freight.

We agree with these focus areas and have used them to guide our approach. They also align well with the Ministry of Transport's paper *Hīkina te Kohupara*.

Government must partner with iwi/Māori

Partnering with iwi/Māori to co-design and develop solutions to reduce our transport emissions is important. Submitters on *Hīkina te Kohupara* agreed a partnership is critical to address transport inequity across the transport system, notably for Māori.

Te ao Māori and Māori principles, such as rangatiratanga (leadership) and kaitiakitanga (guardianship) will inform co-design of policies. This will require active collaboration and partnering with iwi/Māori to understand the issues, find Māori-led solutions and develop proposals.

We will support iwi/Māori to fully engage on this co-design. This will include establishing regional groups and building enduring partnerships for ongoing policy design and development.

The Government's role in reducing transport emissions

We will need to use all our levers together in a concerted and coordinated way to achieve the scale and pace of change required. Our levers include:

- *The regulatory system* – including transport-specific laws, regulations, rules and standards, and changes to the resource management system so that urban planning supports lower emissions urban form.
- *Investment and funding* – including the Government Policy Statement on Land Transport (GPS-LT), which sets the Government's objectives for land transport investment, and Crown funding for transport initiatives.
- *Economic incentives* – such as fees and rebates to encourage the uptake of cleaner vehicles and fuels.
- *Leading by example and setting expectations* – such as public sector procurement requirements for electric buses and cars; and setting expectations that Crown agencies such as Waka Kotahi New Zealand Transport Agency (Waka Kotahi), Maritime New Zealand and the Civil Aviation Authority incorporate emissions reductions into their decision-making.
- *Partnerships* – such as the Urban Growth Partnerships programme, to align urban/transport planning and investments.
- *Behaviour change tools* – such as public communication campaigns, while recognising that the biggest barrier is often a lack of good transport options.

²² We have amended this focus to include low-emission fuels to acknowledge that biofuels (and other low-emission fuels) will also play a role in reducing light vehicle emissions.

The role of local government, businesses, and communities

A combined effort from all New Zealanders is required to reduce emissions and build a healthy, safe and accessible transport system. Local government, communities, and business have a role to play alongside central government. This includes:

- *Local government* – which has a major role in planning and funding transport and urban development at a regional and local level. Bold decisions and strong collaboration with central government will be needed to ensure a joined-up approach to decrease emissions.
- *Private sector (businesses)* – a major investor and employer in transport. It also leads innovation which will shape our future. Certainty and early notice of decisions will help this sector consider how it can transition its businesses to zero emissions.
- *Communities* – grow the mandate for change and can make change happen. All New Zealanders have a stake in our transport system and can influence its direction. It can be supported by advocacy groups, for example, cycling and neighbourhood groups. Change will vary across communities and effort will be needed to ensure it serves all New Zealanders equitably.

Complementing the New Zealand Emissions Trading Scheme (NZ ETS)

The NZ ETS plays an important role, but it will not be enough to reach the net zero target. This will require other interventions to encourage travel reduction, mode-shift to lower emission modes, and cleaner technology. Although the cost of the NZ ETS on fossil fuel use for transport is ten times what it was five years ago, the impact on travel has been minimal – consistent with overseas findings.

Reliance on the NZ ETS alone to drive transport behaviour would likely require substantial increases in the price paid through the NZ ETS beyond the changes to the proposed auction ceiling price recommended by the Commission. For example, a recent study by Concept Consulting and Retyna estimated that relying on the NZ ETS alone to boost electric vehicle uptake would require a carbon price of \$595.

To reinforce the impact of the NZ ETS, policies must:

- give greater certainty to businesses and households
- provide infrastructure
- address distributive impacts, lack of consumer information, and other non-price barriers.

Reducing emissions from transport infrastructure

This section addresses emissions from vehicle use. It does not cover embodied or operational emissions from infrastructure construction, maintenance and operation. In part this is addressed in the [Building and construction](#) section. However, a whole-of-life approach to transport emissions should consider emissions that arise from constructing and maintaining transport infrastructure – such as streets and roads, rail and ports. This also supports a circular economy.

From 2021 onwards, Waka Kotahi requires energy use and embodied emissions to be measured for all new improvement projects and maintenance contracts. Contractors are also expected to assess and plan to implement opportunities for improving resource efficiency. For selected projects, they must also demonstrate how these emissions are reduced compared to a business-as-usual approach. In addition, Waka Kotahi has a resource efficiency strategy, *Te Hiringa o Te Taiao*, with a longer-term vision that resources are used sustainably with

minimal environmental impact. This includes taking a stronger whole-of-life approach to reducing emissions and ultimately working towards a circular economy.

We are considering how to do this, including from aviation and maritime.

Overview

Table 6 shows our proposed approach to reducing transport emissions over the first three budget periods. This includes existing measures, such as the Clean Car Standard and Discount, and new measures.

Table 6: Steps to reduce transport emissions over first three budget periods

| Focus area | Transport targets | Budget 1 (2022–25) | Budget 2 (2026–30) | Budget 3 (2031–35) |
|---|---|--|--|--|
| 1. Reducing reliance on cars and supporting people to walk, cycle and use public transport. | 1. Reduce vehicle kilometres travelled (VKT) by cars and light vehicles by 20 per cent by 2035 through providing better travel options, particularly in our largest cities. | Reduce emissions and support thriving cities and towns by integrating land-use, urban development and transport planning and investments. Provide New Zealanders with better travel choices by implementing already agreed mode-shift plans in our largest cities, in partnership with local government. Start planning for other urban areas. Ensure further investment for additional highway and road capacity for light private vehicles is consistent with climate change targets. This is to avoid encouraging further travel by private cars and light vehicles. Maintain a resilient road network, and when undertaking maintenance and repair activities consider how to repurpose assets for the best transport use, including active modes. | Implement mode-shift plans for other urban areas. | |
| | | Support New Zealanders to use public transport, walk and cycle by making significant improvements to public transport services nationwide, and investing in walking, cycling and shared | Continue investment in mode-shift and street/road changes. | Continue investment in mode-shift and street/road changes. |

| Focus area | Transport targets | Budget 1 (2022–25) | Budget 2 (2026–30) | Budget 3 (2031–35) |
|------------|-------------------|--|--|---|
| | | <p>mobility. This include assessment of mass transport in Auckland, Wellington and Christchurch.</p> <p>Make public transport cheaper.</p> <p>Provide national direction to deliver a step-change in cycling and walking rates.</p> <p>Change regulation to make it easier for local government to reallocate road/street space rapidly for public transport, walking, cycling and shared mobility in urban areas, and create an expectation that this will occur. Engage with the public to build support for active and shared travel. Consider how to improve school travel to be more sustainable and healthier.</p> | | |
| | | <p>Reduce congestion and support emission reductions by enabling congestion pricing, and work with Auckland Council to implement it. Create a model that other councils can adopt, with emphasis on Wellington in this emissions budget period. Look at using other pricing tools to reduce emissions. Ensure regulation enables and encourages local government to use these tools.</p> <p>Investigate ways to raise revenue for transport in future, including to replace the land transport funding system. This will include revenue, funding, and pricing options, and how these may be used together.</p> | <p>Work with other centres with large populations on congestion pricing or other pricing tools. Consult on options to raise revenue for transport in the future.</p> | <p>Consider implementing new revenue model.</p> |

| Focus area | Transport targets | Budget 1 (2022–25) | Budget 2 (2026–30) | Budget 3 (2031–35) |
|---|--|---|---|-----------------------|
| 2. Rapidly adopting low- emission vehicles and fuels. | 2. Increase zero-emission vehicles to 30 per cent of the light fleet by 2035. | <p>Support New Zealanders to buy low-emissions vehicles by implementing the Clean Car Standard and Discount. Set maximum CO₂ limit for individual light internal combustion engine (ICE) imports. Implement community solutions to make low-emission transport options accessible for low-income New Zealanders.</p> <p>Work with industry on addressing supply constraints facing low-emission vehicles. Introduce a vehicle scrappage scheme to support low-income New Zealanders to shift to low-emissions transport.</p> <p>Introduce a sustainable biofuels mandate to reduce emissions from existing vehicles, and plan for large-scale rollout and investment in EV charging.</p> | Continue to support uptake of zero-emission vehicles where suitable alternatives are available, and introduce measures to avoid New Zealand becoming a dumping ground for high-emitting vehicles rejected by other countries. | |
| 3. Beginning work now to decarbonise heavy transport and freight. | <p>3. Reduce emissions from freight transport by 25 per cent by 2035.</p> <p>4. Reduce the emissions intensity of transport fuel by 15 per cent by 2035.</p> | <p>Create a National Freight and Supply Chain Strategy with industry to identify how to decarbonise freight transport, while improving the efficiency and competitiveness of our supply chain.</p> <p>Implement the New Zealand Rail Plan to foster resilience in the rail network and provide a platform for future investment for growth. Investigate ways to encourage greater use of coastal shipping. Support industry to buy low-emission heavy vehicles with standards and incentives.</p> <p>Work with the air transport industry on</p> | Continue to support uptake of low-emission heavy vehicles. Begin implementing opportunities identified to reduce freight, rail, aviation, and maritime emissions. | |

| Focus area | Transport targets | Budget 1 (2022–25) | Budget 2 (2026–30) | Budget 3 (2031–35) |
|------------|-------------------|--|-----------------------|-----------------------|
| | | <p>opportunities to reduce aviation emissions, including investigating the feasibility of sustainable aviation fuels in New Zealand.</p> <p>Draw up a national action plan to reduce maritime emissions and set targets for low-emission shipping.</p> <p>Introduce a sustainable biofuels mandate. Plan for large-scale rollout and investment in EV charging infrastructure and investigate support for clean fuels.</p> | | |

What we are doing now

We have already begun to lay the groundwork to reduce emissions. This includes the key policies we have already committed to, listed below.

Table 7: Key transport policies we have committed to

| Policy | Purpose | Estimated emissions reduction for 2022–25 |
|---|---|--|
| Clean Car Standard (implementation in 2022) | Support a cleaner vehicle fleet by improving the efficiency of imported new and used light vehicles. This will be strengthened over time. | 74,700 tonnes ²³ |
| Clean Car Discount (implementation underway) | Support New Zealanders to buy cleaner vehicles by addressing their high upfront cost through incentives. From 1 January 2022, a charge on high-emitting vehicles will apply at point of first registration in Aotearoa, to discourage purchase. | 68,600 tonnes ²⁴ |
| Transitioning to a low-emissions Government fleet (implemented) | Clean up the Government’s fleet by reducing its number of vehicles, and choosing electric or hybrid vehicles unless operational requirements prevent this. | Already incorporated in the Clean Car package. |
| Low-Emissions Transport Fund (LETf) (scope and funding increased from 2021) | Support industries and groups to demonstrate and adopt low-emission transport technology, vehicles, innovation and infrastructure with co-funding. | Not available |
| Extending the light EV exemption from road user charges to 2024 | Continue to encourage New Zealanders to buy light EVs. | 25,300 tonnes |

²³ Emissions reduction estimates are obtained using the Ministry’s revised baseline with NZ ETS ceiling prices, obtained from the Ministry for the Environment based on the Climate Change Commission’s final report *Ināia tonu nei: a low emissions future for Aotearoa*.

²⁴ Ibid.

| Policy | Purpose | Estimated emissions reduction for 2022–25 |
|--|---|---|
| Zero-emission vehicle (ZEV) mandate | Government has created a mechanism to ensure there are a minimum percentage of ZEVs in the imported light vehicle supply. This will be used if the Clean Car Standard and Discount do not prompt sufficient supply of ZEVs. | Not available |
| Extending heavy EV exemption from road user charges | To encourage businesses to buy heavy EVs, we are looking to amend current legislation (the Road User Charges Act 2012) to expand the length of time that heavy EVs are exempted from paying RUC and to enable differential charging based on fuel or emissions. | Not available |
| Decarbonising public transport | To reduce emissions and improve air quality in our towns and cities, we have committed to requiring only zero-emissions public transport buses to be purchased by 2025, and to a target of decarbonising the public transport bus fleet by 2035. | 51,400 tonnes |
| The New Zealand Rail Plan (Rail Plan) | The Rail Plan lays out a 10-year vision to support increased investment and resilience in the rail network. | Not available |
| Coastal shipping investment | Allocates \$30–45 million from the National Land Transport Fund to identify opportunities for coastal shipping and enable mode-shift to this lower emissions mode. | Not available |
| Annex VI of the International Convention for the Prevention of Pollution from Ships (MARPOL) | Aotearoa will ratify this Annex in 2022 and apply new measures to reduce ship emissions. We have agreed to prepare a national action plan to reduce maritime emissions, and research ways to speed the uptake of alternative low- and zero-carbon fuels for shipping. | Not available |

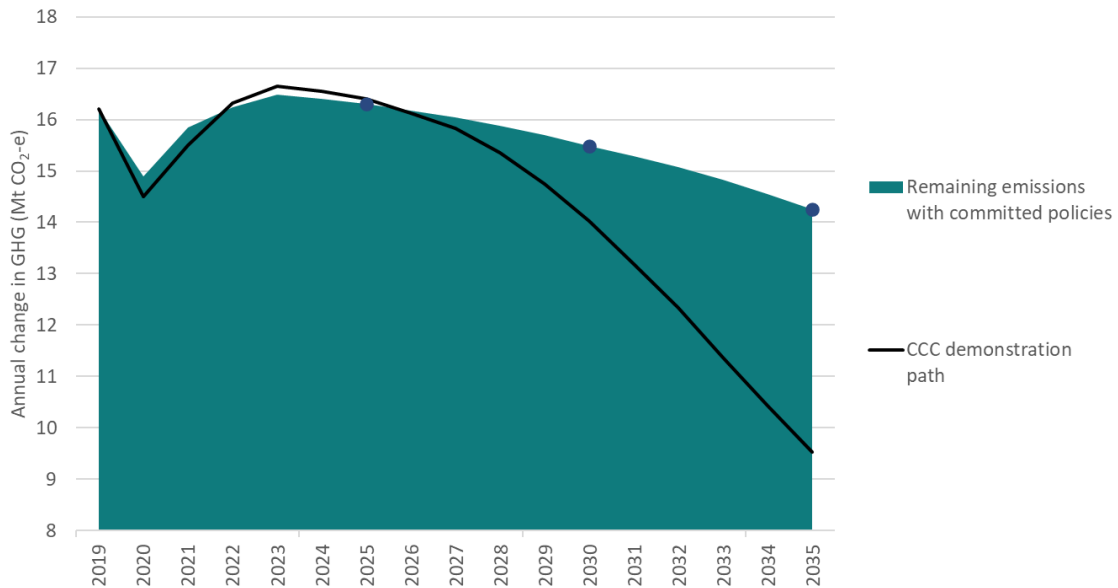
Transport is on track for the first budget period

Under high NZ ETS price conditions²⁵ the cumulative impact of the Clean Car package, progress on decarbonising the public transport bus fleet, and RUC exemption policies, is 0.22 Mt over the 2022–25 period. Along with changes in the vehicle fleet’s profile and fuel efficiencies over time, these policies are estimated to achieve the change in emissions needed to meet the Commission’s first emissions budget for transport (see figure 5). This is a good start and will also mean that more New Zealanders have access to low-emission vehicles, which are cheaper to run, and improve air quality.

However, these policies alone are not sufficient to achieve budget 2 and 3 (as shown by the Commission’s demonstration path). This gap needs to be addressed with further action in the first budget period. Deferring action risks locking in emissions-intensive transport patterns that will make it even harder and more expensive to reduce emissions at the scale and pace required in the future.

²⁵ High ETS price conditions that were modelled by the Ministry of Transport reflect the price path used in the Climate Change Commission’s modelling and are higher than the baseline ETS price settings

Figure 5: Transport emissions with committed policies



Potential measures

Significant new measures are required to put us on track to achieve the emissions reduction required from transport for budgets 2 and 3.

We are consulting on **four new transport targets**, which cover the key areas where change is required to put us on a pathway to zero carbon by 2050.

Four transport targets

1. Reduce vehicle kilometres travelled (VKT) by cars and light vehicles by 20 per cent by 2035 through providing better travel options, particularly in our largest cities.
2. Increase zero-emissions vehicles to 30 per cent of the light fleet by 2035.
3. Reduce emissions from freight transport by 25 per cent by 2035.
4. Reduce the emissions intensity of transport fuel by 15 per cent by 2035.

Achieving these targets will generate a 41 per cent reduction in transport emissions by 2035 from 2019 levels, as suggested by the Commission. It also means that New Zealanders will have better transport choices, cleaner and more efficient vehicles, and a safer and more resilient transport network. It will also have a significant impact on the liveability of our cities and towns, with less congestion and improved air quality.

Achieving these targets does depend on complementary policies, such as a strong ETS price, and changing the way we plan our towns and cities (see [Planning](#)). In addition to enabling sustainable transport choices now, immediate planning and investment is also needed to signal and start building the infrastructure needed to achieve deeper emissions cuts later.

To reach the targets, we must work with key partners to take some initial actions in the first budget period. Further actions, and refinement, will be needed in budget 2 and 3 depending on how we are tracking.

Focus 1: Reducing reliance on cars and supporting people to walk, cycle and use public transport

Transport target 1: Reduce vehicle kilometres travelled (VKT) by cars and light vehicles by 20 per cent by 2035 through providing better travel options, particularly in our largest cities.

The amount of travel that people do in fossil-fuelled vehicles is at the heart of the transport emissions challenge. We cannot rely on just decarbonising the vehicle fleet quickly. Offering better options and managing demand to reduce VKT by cars is vital. Most of this reduction must be in our largest cities, where people are more likely to have other choices.

Encouraging the uptake of public transport, walking, and cycling and managing demand on the transport network offers significant benefits beyond reducing emissions. This includes improved travel choice and accessibility, better health and safety, and less congestion.

This ambitious VKT target will require the Government to also address the broader systems that affect transport, such as urban development and land-use planning.

Initial actions

Integrate land-use, urban development and transport planning and investments to reduce transport emissions

To reduce transport emissions and support thriving towns and cities, we need to prioritise urban development in areas with frequent existing or planned public transport services. This was highlighted in the [Planning](#) section, which discussed how strategic planning and investment can reduce emissions by supporting medium- and high-density mixed-use development oriented around public and active transport. This requires better integration of land-use, urban development and transport planning and investments.

In the first budget period, we will:

- require transport emissions impact assessments for urban developments and factor these into planning decisions, with requirements to avoid, minimise and mitigate transport emissions impacts
- ensure that emissions reduction (through better urban form and the provision of transport infrastructure) is enabled through the reform of the resource management system, particularly the proposed Spatial Planning Act.

The transport system needs to complement and support this by ensuring that transport plans and future investments strongly prioritise travel by public transport, walking, and cycling. This applies to both existing and new urban areas. This will accommodate more people and businesses in our cities, without causing ever-increasing congestion and emissions.

Implement mode-shift plans for our largest cities and begin planning for other urban areas

The Commission recommends setting targets and implementing plans to substantially increase walking, cycling, public transport, and shared transport.

In the first budget period, we will provide New Zealanders with better travel choices by implementing the mode-shift plans we have for six of our largest/high-growth cities in

partnership with local government.²⁶ This includes Auckland, Tauranga, Hamilton, Wellington, Christchurch, and Queenstown.

At the same time, we will review how well aligned these plans are with meeting a national 20 per cent reduction in VKT by light vehicles by 2035. We will then revise the plans to ensure they reduce emissions at the scale and pace necessary to achieve the VKT target. Planning will also start for other urban areas.

The new and revised plans will set mode-shift targets for each urban area and prioritise:

- urban development in areas with frequent public transport routes
- using transport demand management approaches, alongside changes to the way we plan and manage urban form
- reallocating significant amounts of road/street space to rapidly deliver more dedicated bus lanes and safe separated bike/scooter lanes
- completing connected cycle networks
- more traffic-calming and low-traffic neighbourhoods
- improving footpaths/crossings for pedestrians.

The review of the resource management system and development of a more streamlined approach to strategic planning offers an important opportunity for the Government to improve the role and weight that Regional Land Transport Plans (RLTPs) carry in the transport planning system. To help give effect to regional spatial strategies and encourage a more strategic approach to the transport planning necessary to deliver mode-shift across a region, we will review how the role of RLTPs could be clarified and strengthened further. This will be an important tool in giving effect to mode-shift plans and other strategies developed by local government to deliver on mode-shift targets.

Improve the reach, frequency and quality of public transport

We need to provide New Zealanders with better public transport to achieve the VKT target. Most submissions on *Hikina te Kohupara* supported increasing the share of travel by public transport in towns and cities.

Well-integrated networks of public transport services can significantly increase levels of access between communities, and are vital for connecting employers to labour markets, and individuals to social and economic opportunities.

Public transport can provide the backbone for our cities to grow in a way that avoids emissions from new development.

We also need to provide better travel choices in New Zealand's regions and rural areas, including by public transport. Too many parts of regional New Zealand are only accessible by private vehicle.

²⁶ Waka Kotahi NZ Transport Agency. [Keeping cities moving](#). 2019. Wellington: Waka Kotahi NZ Transport Agency.

In the first budget period, we will:

- establish a clear set of principles for planning and funding different kinds of public transport, within and between towns and cities, to enable the development of a national public transport network
- progress towards delivery of Auckland light rail along the city centre to Māngere corridor; as signalled in the Auckland Transport Alignment Project, this will be the first of three new mass transit corridors in Auckland
- work with Auckland to agree a plan for the development of Auckland's rapid transit network for the next 30 years
- progress Let's Get Wellington Moving, including the delivery of bus priority measures and the planning of mass rapid transit
- progress work with local government in Greater Christchurch on a mass rapid transit network, together with increasing public transport capacity
- plan for and substantially increase investment in urban public transport nationwide; this includes commuter rail networks in Auckland and Wellington, and a major uplift in all urban bus networks
- deliver national integrated ticketing for public transport
- complete the review of the Public Transport Operating Model and implement any reforms to the planning and procurement of public transport
- develop clearer guidance on the viability of interregional passenger rail, coach, and bus services, and improve the way these projects are planned, funded, and delivered.

Provide national direction to deliver a step-change in cycling and walking rates

There are major opportunities to reduce emissions while also improving public health, and to make streets more inclusive for people, by making it safer and easier to travel by foot, bike/scooter, and other active modes. This was supported by the majority of submitters on *Hikina te Kohupara*.

In the first budget period, we will:

- deliver a strategy to boost cycling, and a strategy to boost walking (recognising that cycling and walking are separate modes)
- substantially increase funding for cycling and walking improvements
- link new funding with clear expectations and funding criteria
- implement Accessible Streets proposals nationwide to support safe walking, cycling/scooting and other active modes
- provide support for local authorities to boost capabilities in designing and delivering cycling/scooting and walking improvements at speed.

Support local government to accelerate widespread street/road reallocation to support public transport, active travel and placemaking

Street/road reallocation, such as providing dedicated bus lanes and bike/scooter lanes, can be a quick and cost-effective way to support people to use public transport, or walk and cycle. Submitters on *Hikina te Kohupara* strongly supported widespread street space reallocation to support walking, cycling, scooting and public transport. We need to support local government to make these changes.

In the first budget period, we will:

- make regulatory changes to streamline public consultation requirements and make it easier for councils to trial street/road changes that support travel by public transport, walking, and cycling, including low-traffic neighbourhoods.
- Work with Waka Kotahi to rapidly change streets nationwide that promote multimodal transport
- investigate changes to policy and funding settings to ensure that Waka Kotahi and road-controlling authorities maximise opportunities to 'build back better' when doing street renewals, to better utilise road space for multimodal transport
- give extra support for community programmes promoting street reallocation.

Making school travel greener and healthier

Making walking and cycling/scooting to and from schools safer for children can improve access, reduce road and parking congestion around schools, contribute to positive health outcomes, improve local air quality, and reduce emissions.

We will work with local government and private business operators to:

- improve walking and cycling infrastructure to/along school routes and in surrounding neighbourhoods
- explore dedicated active transport funding and/or education programmes to schools, including funding for school bike-leasing schemes or biking education classes.
- implement the Tackling Unsafe Speeds programme to reduce speed limits around schools and encourage active travel
- improve school bus services.

Improve access and travel choice for the transport disadvantaged

Low-income households spend a larger share of their budget on transport – particularly on their cars. They also tend to be in areas with poorer transport choice. In addition to poor environmental outcomes, the status quo is not providing safe, healthy or equitable access to transport for many. We must provide equitable access as part of the transition to a zero-emissions transport system.

In the first budget period, we will:

- improve public transport and active travel networks in low-income or low-socioeconomic areas (where appropriate, based on population size and distribution), and improving safety for walking and cycling
- monitor and respond to the impacts of transport policy actions on the accessibility and affordability of transport, particularly for lower income households and communities
- improve access and connectivity for people in social housing, investing in public and active transport and supporting car share, carpool, and shared bike/scooter schemes.

Reduce public transport fares

The Commission recommends reducing public transport fares, and many submissions on *Hikina te Kohupara* called for lower cost public transport to make it more competitive with cars. For low-income people, the cost of public transport is a barrier, along with convenience and accessibility.

The Government is currently implementing a three-year Community Connect pilot of a 50 per cent concession to Community Services cardholders in Auckland and will consider rolling this pilot out across Aotearoa. The pilot will inform approaches to reducing public transport fares, focusing on low-income groups.

In the first budget period, we will work with local government to reduce public transport fares, with a particular focus on low-income users.

Investigate the potential for public transport, walking and cycling in rural and provincial areas

Public transport, walking and cycling are often not practical or viable in rural communities and provincial towns. Low and zero-emission vehicles will play a greater role here. However, there is more we can do. Several submissions on *Hikina te Kohupara* highlighted the need for greater consideration of the role of public transport, walking and cycling in rural communities, and the importance of interregional connections.

In the first budget period, we will look at travel options for these areas, particularly for the transport disadvantaged. This could include better public transport to and between rural communities, shared transport/taxi schemes, and street improvements that make it safer to walk and cycle. We will also look at speeding up the rollout of on-demand public transport, noting positive signs from the MyWay trial in Timaru.

Enable congestion pricing and investigate how we can use other pricing tools to reduce transport emissions

The Commission recommends evaluating the role of pricing incentives for transport. *Hikina te Kohupara* noted that a range of pricing mechanisms are integral to the transition, alongside changes to land use and investment in public transport.

Most of the submissions on *Hikina te Kohupara* that commented on transport pricing agreed that it is an important way to change behaviour and reduce emissions. Several noted that pricing tools will affect vulnerable communities, so there is a need for good alternatives or other mitigations as they are implemented. Revenue must be used transparently.

Congestion pricing, and other pricing tools, can have significant benefits beyond reducing emissions. Reducing congestion in our major cities will support economic activity and save New Zealanders time and money.

In the first budget period, we will:

- progress legislation to enable congestion pricing in urban centres, and work with Auckland Council to implement the first phase of congestion pricing based on the Congestion Question report recommendation
- work with Wellington City Council and Wellington Regional Council in response to their requests for congestion pricing
- consider other pricing tools (such as parking management, low-emission zones, and incentives for using public transport, walking and cycling) for urban centres
- ensure regulation enables and encourages local government to use these tools
- look at ways to reduce the equity/distributional impacts of pricing tools

- investigate the potential of a mobility as a service platform, which incorporates the ability to offer subscription packages and incentive payments to encourage the uptake of low-emissions modes
- investigate how pricing can encourage mode-shift and reduce emissions, as part of the Ministry of Transport's review of the revenue system.

Require further roadway expansion and new highways to be consistent with climate change targets

Hikina te Kohupara noted that central and local government will need to review investment in urban highways and road expansion. These projects could induce more private vehicle travel. Submissions on *Hikina te Kohupara* supported this view and suggested that projects should only be funded if they help to reduce transport emissions.

For this reason, we will ensure further investments that expand roads and highways are consistent with climate change targets, and avoid inducing further travel by private motorised vehicles.

In cases where investment in additional network capacity may be warranted (for example, to connect a new medium-density housing area or to a new freight hub), it must be accompanied by parallel and integrated investments that avoid/reduce emissions. This includes, for example, investment in EV-charging infrastructure, road-space reallocation, and improvements to active travel networks and public transport options.

We will continue to maintain a resilient road network, including by managing and reallocating it for the best transport use. Adaptation to climate change will also drive different ways to build and maintain roads. Safety changes will continue.

Focus 2: Rapidly adopting low-emission vehicles and fuels

Transport target 2: Increase zero-emissions vehicles to 30 per cent of the light fleet by 2035

Two-thirds of transport emissions come from the light vehicle fleet.

Decarbonising the light vehicle fleet is critical for meeting our targets. We need to increase the supply of clean vehicles, support New Zealanders to buy low-emissions vehicles, and put the infrastructure in place for their use.

We recently brought in the Clean Car Standard and Discount. This is a significant step towards decarbonising light vehicles, especially those entering the fleet. We will need to take further action to achieve the target.

Initial actions

Implement community-based solutions to make low-emission vehicles (including e-bikes) more accessible for low-income New Zealanders, and others facing transport disadvantage

The upfront cost of low-emission vehicles is a significant barrier for lower income New Zealanders. The Commission recommended that the Government support EV leasing, purchasing and sharing schemes to improve equitable access. Several submitters on *Hikina te Kohupara* supported initiatives to make these vehicles (including e-bikes and e-scooters) more accessible to low-income people and communities.

We will give extra support to implement community-based and Māori-led schemes to make low-emission vehicles (including e-bikes) more accessible – for example, social leasing, shared mobility schemes run by community/iwi/hapū, rent-to-buy or gradual payments, car and bike sharing.

Introduce measures to avoid New Zealand becoming a dumping ground for high-emitting vehicles

A growing number of countries have announced plans to phase out the production and import of ICE vehicles to mitigate climate change and improve local air quality. With many countries phasing out ICEs, there is a risk that unwanted ICEs will end up on our roads. Manufacturers will make choices on where to continue to send ICE vehicles based on government policies. Permitting more ICEs to enter our fleet will result in us retaining a legacy high-polluting fleet for a longer period of time, making it more challenging to achieve future emissions budgets.

Without additional measures, we will become a dumping ground for high-emitting vehicles rejected by other countries – with economic, environmental and health consequences.

Many submitters on *Hīkina te Kohupara* supported the Clean Car Standard and Discount, and the eventual phase out of ICE imports, provided reasonable alternatives are available.

The Climate Change Commission recommended setting a time limit on light vehicles with ICEs entering or being manufactured or assembled in Aotearoa as early as 2030. If adopted, there may be benefit in considering a split approach to this to ensure availability of vehicles. For example, from 2030 only plug-in hybrid electric vehicles and conventional hybrids with emissions under a set threshold could be imported, and from 2035 only zero-emission light vehicles could be imported.

Important details such as how or when this change should occur to effectively manage the transition need to be addressed. For example, to ensure people have access to the vehicle type they need, ICE vehicles should only be phased out if alternative zero-emission vehicles in the same vehicle class are available.

Set a maximum CO₂ limit for individual light ICE vehicle imports to tackle the highest emitting vehicles

To complement the Clean Car Standard and Discount, we are proposing a maximum CO₂ limit for individual light vehicles imported into Aotearoa. This would specify the grams of CO₂ per kilometre threshold for light vehicle imports. This would apply until made redundant by a phase out of light ICE vehicle imports.

The Clean Car Standard reduces the average vehicle emissions of the fleet of vehicles imported. However, it does not prevent highly polluting vehicles from entering the fleet, as it allows these vehicles to be offset by low-emission vehicles. The limitation of this approach is that the highest emitting vehicles tend to be driven more, which means they create significantly more emissions. The highest emitting light vehicles – with some exceptions – tend to be luxury vehicles rather than vehicles providing a significant productivity benefit over lower emissions options (for example, towing capability).

Investigate how the tax system could support clean transport options

Aspects of the current tax system may be creating financial incentives that could be working against reducing transport emissions. The Commission recommended that the Government

determine how the tax system be used to discourage the purchase of ICE vehicles and support the adoption of low-emissions vehicles.

Several submitters on *Hīkina te Kohupara* highlighted ways to encourage mode-shift and low-emission vehicles (including changes to the Fringe Benefit Tax). We are reviewing aspects of the tax system to ensure low-emissions vehicles and transport options are not disadvantaged.

Introduce a vehicle scrappage scheme to support low-income New Zealanders' shift to low-emissions transport

We are already ensuring the vehicles entering Aotearoa have progressively lower emissions. However, transport decarbonisation will stall unless low-income New Zealanders can buy them, or access them through convenient and affordable alternatives, like EV car-share services. We need measures in place to make sure all New Zealanders can benefit from the move away from high emitting vehicles.

To make quality cleaner vehicles more accessible, we will introduce a vehicle scrappage scheme for low-income New Zealanders, similar to California's Clean Cars 4 All initiative. This scheme could have income-tiered rebates, coupled with financial support for the installation of home EV charging. It could also offer financial incentives for people to opt for low-emission alternatives, such as bicycles, rather than replacing their vehicles.

Partner on solutions to supply constraints for low-emissions vehicles

The Commission recommends exploring bulk procurement of EVs. The supply of new and used low- and zero-emissions vehicles (light and heavy) is likely to remain tight in the 2020s. We are setting up a clean vehicle sector leadership group to tackle this issue alongside industry – finding new ways to aggregate, coordinate and communicate demand for vehicles. We will use this to find ways to improve the availability and price of low-emissions vehicles for New Zealanders.

Determine whether there are legislative barriers to the use of some types of low-emission vehicles

Globally there are different types of electric light vehicles that might be suitable for short-distance low-speed use, but current regulations do not permit their use on the road here. In the first budget period, we will determine how we can allow these vehicles into the national fleet, without unduly compromising safety or other objectives. This could include making amendments to the Land Transport Act 1998 and several land transport rules.

Focus 3: Beginning work now to decarbonise heavy transport and freight

Transport target 3: Reduce emissions from freight transport by 25 per cent by 2035

Reducing emissions from freight transport will be critical for achieving a 41 per cent reduction in transport emissions by 2035. Heavy vehicles, most of which are for freight, emit almost a quarter of our transport emissions.

We will work with industry to find the best ways to reach this target. In the short term, we will also speed up the decarbonisation of trucks and other heavy vehicles.

Initial actions

Accelerate the decarbonisation of trucks

The Commission recommends the Government support demonstration and pilot projects for low-carbon heavy vehicles and provide targeted support to increase their uptake. Several submitters on *Hikina te Kohupara* noted the challenges and limited options for decarbonising heavy trucks.

In the first budget period, we will consider the options to reduce truck emissions, set out in the Ministry of Transport's [Green Freight Strategic Working Paper](#):²⁷

- fuel-efficiency standards for trucks
- more funding – for example, through the LETF – to support industry to purchase zero- and low-emissions trucks
- investment in infrastructure for green fuels and fast-charging heavy vehicles
- green freight procurement through third-party contractor rules for government activities.

We will also consult on using the RUC system to differentially charge by fuel type/emissions.

Develop a Freight and Supply Chain Strategy

The Commission recommends that the Government develop a national low-emission freight strategy. Several submitters on *Hikina te Kohupara* underscored the challenges with decarbonising the freight system, and the need to consider the entire supply chain. We need to combine new investment with effective pricing, other incentives and planning.

In the first emissions budget, the Ministry of Transport will develop a Freight and Supply Chain Strategy with industry. This will provide a better understanding of the system and how it can help us reach several outcomes – including decarbonisation. This includes exploring ways to encourage mode-shift to rail and coastal shipping. We will then consider what actions we should take in the second and third budget periods.

Developing a freight and supply chain strategy will also highlight opportunities to improve the efficiency and competitiveness of the freight system.

As our capacity to build infrastructure will remain constrained, this strategy will also signal a long-term investment pathway for infrastructure that supports freight decarbonisation.

Implement the New Zealand Rail Plan (the Rail Plan) and investigate options to encourage greater use of coastal shipping

In April 2021 we committed to implementing the Rail Plan. This 10-year vision will foster resilience in the rail network, restoring rail freight and providing a platform for future investment for growth.

Rail contributes to national and regional economic growth, reductions in emissions and congestion, and has the potential to reduce road deaths and injuries, facilitate wider social benefits, and provide resilience and connection between communities.

²⁷ Ministry of Transport. [Green Freight Strategic Working Paper](#). 2020. Wellington: Ministry of Transport.

Implementation of the Rail Plan will be carried out the first and second budget period, with significant funding already allocated to rail. This investment will lay the groundwork to future investment or other interventions to support growth in rail freight in the third budget period. Moving freight to low-emissions modes such as rail will be a greater initial priority than improving their emissions performance.

There are also opportunities for significant mode-shift to coastal shipping. Waka Kotahi will invest in supporting coastal shipping, allocating \$30–45 million over the next three years.

The Freight and Supply Chain strategy will explore further opportunities to support mode-shift to lower emissions freight modes.

Investigate ways to reduce aviation emissions²⁸

The Commission recommends undertaking a detailed study into the use of low-carbon fuels for aviation. Submitters on *Hikina te Kohupara* expressed a range of views on decarbonising aviation. Many called for more ‘avoid’ and ‘shift’ interventions to reduce flying. The aviation sector supported a public-private, cross-agency advisory body focused on aviation decarbonisation, and government investment in sustainable aviation fuel.

In the first emissions budget period, we will:

- work with the air transport industry to investigate the feasibility of sustainable aviation fuels in Aotearoa, to complement the Sustainable Biofuels Mandate
- support the establishment of an industry-led advisory body on decarbonising aviation
- develop the policy and regulatory settings required to support the development of zero-emission aircraft.

Coaches and trains are an alternative to interregional air travel in some places. Increasing the number, efficiency, and quality of such options could reduce emissions, as could communications technology. Investment in rapid rail could help to provide a replacement to interregional air travel for longer distances, however there are still likely to be a number of flights through domestic aviation, meaning improving its sustainability is also important.

Air travel connects us within Aotearoa and to the world. It also provides for people who can’t use other modes for long-distance trips, for medical, business or other reasons. We must reduce the aviation fleet’s emissions domestically and internationally.

Investigate ways to reduce maritime emissions²⁹

The Commission recommends undertaking a detailed study into the use of low-carbon fuels for shipping. We have already agreed to draw up a national action plan to reduce maritime emissions. This will include looking at low-carbon and zero-carbon fuels, and the development of standards for shipping. We will need to work with the maritime sector to understand the challenges and opportunities to decarbonise shipping.

In addition, we will set the following targets for reducing maritime emissions:

- all new small passenger, coastal fishing, and recreational vessels to be zero emissions by 2035

²⁸ This covers aviation for both freight and passengers.

²⁹ This covers maritime for both freight and passengers.

- all new large passenger, cargo and offshore fishing vessels to meet highest carbon intensity reduction, as set by the International Maritime Organization, by 2035
- work towards net zero-carbon shipping on key trade routes by 2035.

Transport target 4: Reduce the emissions intensity of transport fuel by 15 per cent by 2035

We need to take action to reduce emissions from the fuels used for transport. Lower carbon liquid fuels, such as biofuels, will play a role, alongside electrification, the use of hydrogen and other technology. Lower carbon liquid fuels are one of the best options for vehicles already in use, and for challenging modes such as aviation.

Introduce a sustainable biofuels mandate

As recommended by the Commission, we will introduce a Sustainable Biofuels Mandate to help overcome the cost and risk barriers facing biofuels. This will require liable fuel suppliers to reduce emissions of the liquid transport fuels they supply in Aotearoa by a set percentage each year.

Initially this will be through the supply of biofuels, though there is opportunity to expand the mandate to include other low-emissions fuels over time. We consulted on the mandate in June–July 2021. We will also consider additional support to encourage domestic production of biofuels, which would benefit regional economies.

Presently, the proposed emissions reduction targets are 1.2 per cent, 2.3 per cent, and 3.5 per cent for years 2023, 2024, and 2025 respectively. These initial percentages have been kept purposefully low to allow fuel suppliers time to adapt to the mandate, and to source and establish reliable sources of sustainable biofuels supply.

Raising these annual emissions reduction targets over time would generate further emissions reductions from transport fuels. Setting a higher level of ambition will require careful consideration of biofuels supply, including reliable feedstock sources. The Government will work closely with industry and fuel suppliers to ensure sustainable biofuels will be deployed to maximum benefit.

Produce a national EV infrastructure plan³⁰

Rapid uptake of EVs will rely on the infrastructure being in place to support them. The Commission recommended enhancing the rollout of EV-charging infrastructure. Many submitters on *Hīkina te Kohupara* expressed concerns about charging infrastructure for EVs.

The Ministry of Transport, Ministry of Business, Innovation, and Employment (MBIE), the Energy Efficiency and Conservation Authority (EECA) and Waka Kotahi are drawing up a national EV infrastructure plan. This will:

- serve the 30 per cent of the light vehicle fleet that we expect to be zero-emissions by 2035
- give consumers confidence to switch to low- and zero-emissions vehicles.

We have already co-funded many rapid/fast public charging stations, forming a nationwide network for the current EV fleet. The expanded LETF will support this rollout.

³⁰ This covers infrastructure for both light and heavy vehicles.

As we achieve mass uptake of light EVs, we will need further investment and regulation to ensure good access to charging infrastructure. Another consideration is providing information and direction to inform required upgrades to the electricity network.

The plan will also consider whether requirements for EV charging infrastructure should be included in new developments. Continued work is also required on standards, information, and payment systems to ensure interoperability across the EV network.

Cross-cutting measures

Develop a strong evidence base

Government will invest in widening the evidence base to support the equitable transition to a zero-carbon transport system, and ensure these policies and measures are effective in the Aotearoa context. A better understanding of travel accessibility, preferences and behaviour across all user groups and modes will aid the development, assessment and modelling of future policies. The evidence base will support the monitoring and evaluation of the future state, to understand the impact of policies. This base will be integral to shaping current and future policies.

We are also consulting on a proposed mandatory energy and greenhouse gas emissions reporting scheme to address current data gaps on New Zealand's energy use and associated emissions. The proposed scheme would require large energy users including transport companies to report their energy use and associated emissions to Government and the public. More information about the proposed scheme and consultation questions can be found in the [Energy and Industry](#) chapter.

Embed long-term planning

Transport investments have long lives that affect our communities. We will set a longer-term planning horizon, with a pipeline that can change when needed. This will give greater confidence that we're on a path to eliminate emissions and achieve other goals.

The Ministry of Transport is using the Generational Investment Approach to guide planning through to 30–50 years out. It is applying this with partner agencies, through cross-system strategies such as the National Supply Chain and Freight Strategy.

Information and education to support change

Transport will be one of the first areas to make significant changes to reduce emissions. This will affect our people, communities and businesses nationwide. We will invest in information and education to support and encourage people and businesses to change their behaviour, while recognising that the biggest barrier is often a lack of good transport options. We will work across sectors to ensure consistent messages and actions.

Skills and capability

People in the transport sector will need to develop new skill sets, and in some cases, retrain. For example, we expect a need to upgrade skills and capacity in high-end engineering, modelling and analysis, and changing skills in automotive trades and services. We will signal what the transport workforce might look like, and work with industries to plan for transitions.

Making an equitable transition

The current transport system is inequitable. Māori, Pasifika, disabled people, lower income households, older people, children, and rural communities are often underserved. They are also overburdened by related impacts such as deaths and serious injuries from transport, and air and noise pollution.

There are major opportunities to make society more inclusive and equitable, by transitioning to a zero-carbon transport system. By 2050 most urban residents, including those in social housing, could live within walking/biking distance of schools, shops, parks, and amenities. They could have good access to convenient public and shared transport for longer trips, such as to/from jobs and to visit whānau.

Many people and products will still travel by cars, vans, trucks and other vehicles. However, people and businesses will not be vulnerable to fluctuating oil prices and higher petrol prices. Cleaner vehicles will reduce air and noise pollution, reducing the disease burden on many communities.

While the vision for transport in 2050 is generally positive, specific effort will be needed to make this transition an equitable one. We must ensure that transport/access is still affordable. Cleaner vehicles will become more affordable over time, supported by initiatives to speed their uptake. We will also need to support community solutions to make low-emissions vehicles more accessible for low-income New Zealanders.

To progress some pricing tools, such as road/congestion charging, we must help communities to access a range of affordable low-emissions transport options. We will consider redirecting revenue from emission-lowering interventions into subsidies for disadvantaged groups, to help them afford lower emission alternatives.

We may need to consider interventions that go beyond the transport system. For example, locating social housing in urban areas well served by public transport, making school bus services (procured by the Ministry of Education) available for more students in remote/rural areas, and broader initiatives to reduce poverty and increase household income for low-income people.

We will also seek to mitigate the distributional impacts on different sectors and industries, including energy, agriculture, freight and tourism. We will help industries to adapt and overcome the challenges of the transition, and to capitalise on opportunities.

Impact on emissions

Figure 6: Potential emission reductions for each focus area, compared to 2019

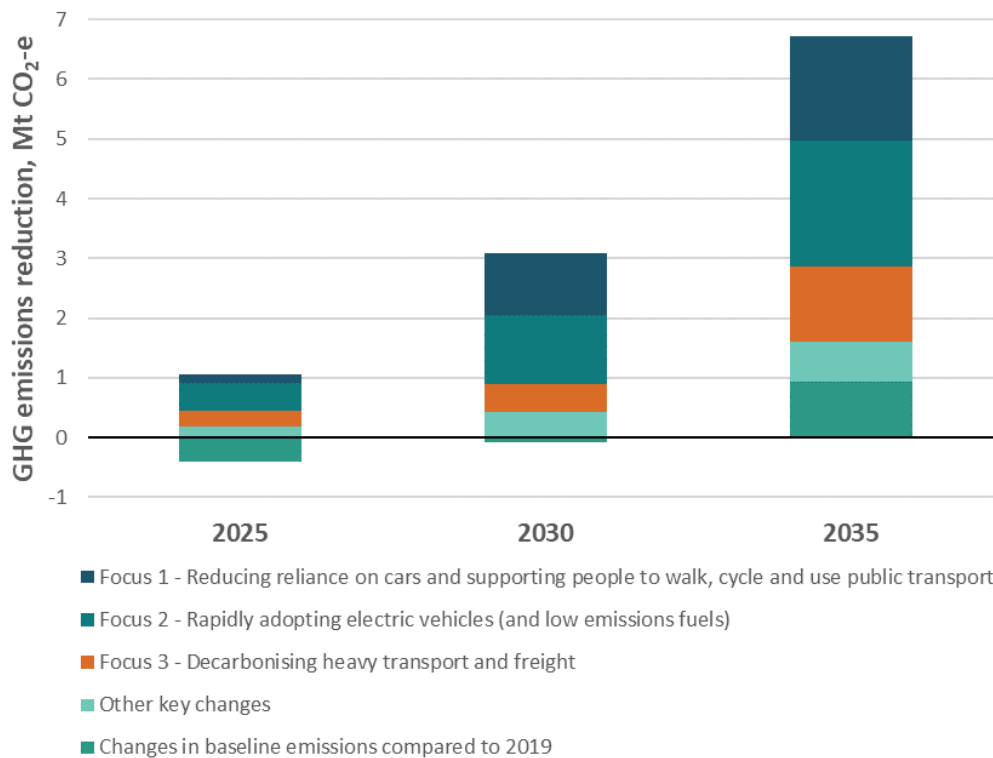


Figure 6 illustrates how each focus area can contribute to achieving a 41 per cent reduction in transport emissions by 2035 (or 6.7 mega-tonne reduction) from 2019 levels.

Baseline changes include the effects of growth in the vehicle fleet and electrification of the vehicle fleet under business as usual. Other key changes include the impact of the NZ ETS price on electrification and travel. Focus areas 2 and 3 both include the impact of alternative fuels (for example, biofuels).

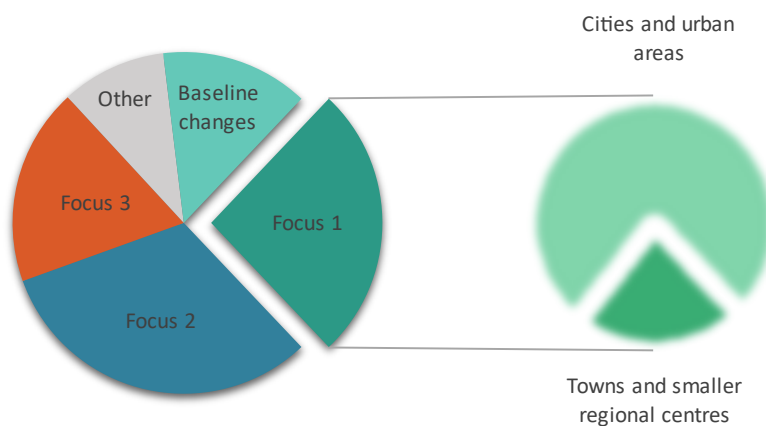
Achieving this level of emission reduction will require significant and sustained action across all focus areas.

Focus 1 – Reducing reliance on cars and supporting people to walk, cycle and use public transport

When it comes to reducing reliance on cars and supporting people to walk, cycle and use public transport, we support taking a place-based approach. Each place in Aotearoa is unique, with different requirements and potential to support mode-shift and reduce VKT by light vehicles. Local government is often best placed to make the decisions that will deliver the practical changes required, as well as ensuring local communities and businesses are engaged.

Our cities – particularly our largest- and fastest-growing cities – will need to contribute more to reducing VKT by light vehicles. This is because it is more viable to support people in cities to walk, cycle and use public transport (as illustrated below in figure 7).

Figure 7: Focus 1 – the potential relative contribution of cities and urban areas vs towns and smaller regional centres to reducing VKT by light vehicles by 2035



We will work with local government to implement mode-shift plans for each major urban area that include targets to rapidly increase walking, cycling, public and shared transport. While each plan will differ depending on the requirements of each place, they will need to align with meeting a national target to reduce VKT by light vehicles by 20 per cent by 2035. We will support these plans with significant investment and regulatory changes.

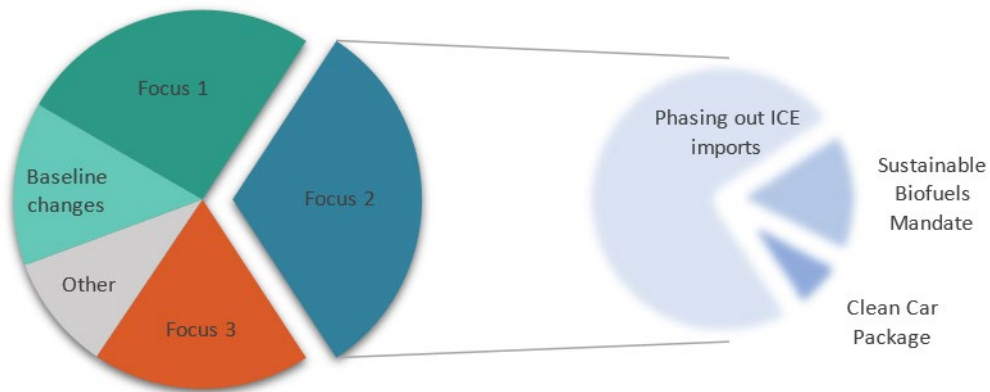
Key assumptions

- We have made assumptions about the impact land-use changes (such as increasing the mix and density of urban development), public transport, walking and cycling improvements, and pricing mechanisms (such as congestion pricing) can have on the way people travel. This is based on research used in *Hīkina te Kohupara* and what we heard from submissions.
- We have assumed that cities have more opportunity and will take more action to support mode-shift and reduce VKT by light vehicles. We have acknowledged in these estimates that more rural areas have limited opportunities to reduce light vehicle travel.

Focus 2 – Rapidly adopting low-emission vehicles and fuels

Most of the emission reduction required for Focus 2 can be achieved through implementing the Clean Car package, introducing measures to avoid New Zealand becoming a dumping ground for high-emitting vehicles rejected by other countries, and introducing a sustainable biofuels mandate (figure 8 illustrates what this split could look like). However, additional measures are required to ensure these actions are effective and deliver equitable access. This includes investment and support for EV-charging infrastructure, which will give consumers confidence to switch to low-emission vehicles, and targeted support to make low-emission vehicles accessible for low-income New Zealanders.

Figure 8: Focus 2 – the relative impact of actions to decarbonise light vehicles on emissions by 2035



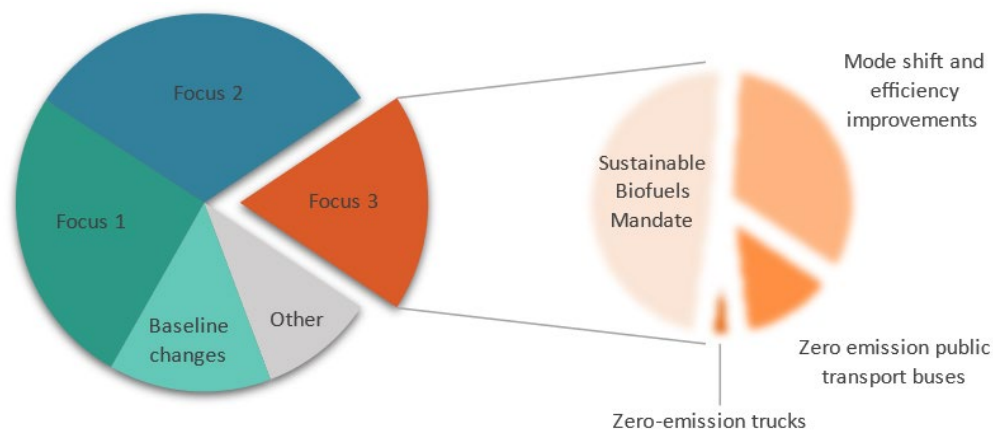
Key assumptions

- The impact of Focus 2 is based on achieving a 20 per cent reduction in VKT by cars and light vehicles by 2035 (as outlined in Focus 1). This reduces the number of light vehicles and the amount of fuel that we need to decarbonise.
- The supply of low-emission vehicles in Aotearoa matches the demand created by these actions.
- The impact of the sustainable biofuel mandate may be split differently between light and heavy vehicles. The mandate is an emissions-targeted mandate, which means that fuel suppliers can meet the target through replacing any fossil fuel consumed domestically with biofuel to achieve the targeted emissions reduction. As a result, we may see more emissions reductions from biofuel for light vehicles and fewer reductions for freight transport – or vice versa.

Focus 3 – Decarbonising heavy transport and freight

Significant emission reduction will be achieved for Focus 3 through introducing the sustainable biofuels mandate (figure 9 illustrates the potential approximate source of emissions reductions for focus 3). The development of a freight and supply chain strategy with industry will help to identify the best options for reducing the remaining emissions. We have assumed this will be a combination of decarbonising trucks (for example, increasing the uptake of electric or hydrogen trucks), mode-shift to rail and coastal shipping, and efficiency improvements. In addition, public transport bus electrification will play an important role, as the size of the fleet grows to cater for more public transport use.

Figure 9: Focus 3 – the relative impact of actions to decarbonise heavy transport and freight on emissions by 2035



Key assumptions

- We have made assumptions about the level of emission reductions that can be achieved through increasing the uptake of low-emission trucks, improving efficiency, and shifting freight to rail and coastal shipping. This is based on what we heard from submitters on *Hikina te Kohupara*. The strategy will help us to work with industry more closely on what the best options are to reduce emissions from freight transport.
- As noted in Focus 3, the impact of the sustainable biofuel mandate may be split differently between light and heavy vehicles. The mandate is an emissions-targeted mandate, which means that fuel suppliers can meet the target through replacing any fossil fuel consumed domestically with biofuel to achieve the targeted emissions reduction. As a result, we may see more emissions reductions from biofuel for light vehicles and fewer reductions for freight transport – or vice versa.
- Maritime and aviation emissions are not included in these estimates. However, we have included several actions to begin reducing emissions from these sectors.

QUESTIONS

We are proposing **four new transport targets** in the emissions reduction plan, and are seeking your feedback.

52. Do you support the target to reduce VKT by cars and light vehicles by 20 per cent by 2035 through providing better travel options, particularly in our largest cities, and associated actions?
53. Do you support the target to make 30 per cent of the light vehicle fleet zero-emissions vehicles by 2035, and the associated actions?
54. Do you support the target to reduce emissions from freight transport by 25 per cent by 2035, and the associated actions?
55. Do you support the target to reduce the emissions intensity of transport fuel by 15 per cent by 2035, and the associated actions?
56. The Climate Change Commission has recommended setting a time limit on light vehicles with internal combustion engines entering, being manufactured, or assembled in Aotearoa as early as 2030. Do you support this change, and if so, when and how do you think it should take effect?
57. Are there any other views you wish to share in relation to transport?

Energy and industry

Why reducing emissions from energy and industry matters

The energy and industry sectors are important for our lives and our economy, from providing electricity to light and heat our homes and workplaces, to providing the heat to produce steel for building our homes, factories and offices. Their performance affects the prices and quality of many goods and services we use on a daily basis, and the competitiveness of businesses.

Aotearoa is well positioned to tackle emissions in the energy and industry sectors due to our high level of renewable electricity – but we must do more. Speeding up the rollout of renewable electricity generation will be a key factor in replacing fossil fuels in other sectors. Improving energy efficiency, scaling up provision of low-emissions energy sources such as bioenergy and hydrogen, and managing the phase down of fossil fuel use will also be crucial to achieving our net-zero target by 2050.

As the sectors transition over the next 30 years, we must ensure that:

- energy remains accessible and affordable to support the wellbeing of all New Zealanders
- energy supply is secure, resilient and reliable throughout the transition and beyond
- energy systems support economic development and productivity growth aligned with the transition.

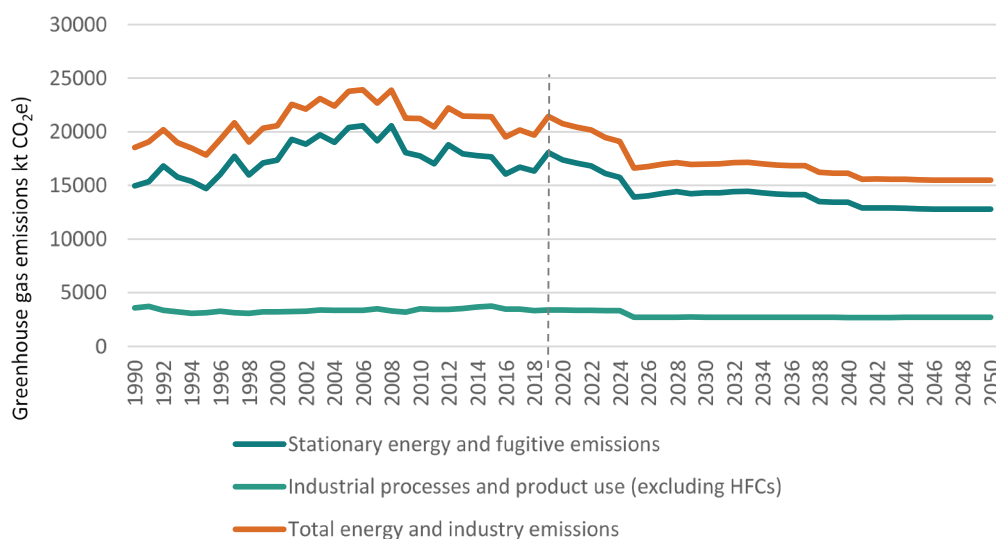
A combined effort from all New Zealanders is required to reduce emissions and build a secure, affordable and sustainable energy system that supports our wellbeing. Government, businesses and communities all have an important role to play.

In 2019, emissions from these sectors made up 26 per cent of our total gross greenhouse gas emissions. This includes:

- emissions from stationary energy combustion, including from electricity generation, process heat, and residential and commercial energy use (19.8 per cent total greenhouse gas emissions)
- fugitive emissions, including from oil and gas venting and flaring, and geothermal operations (2.1 per cent of total greenhouse gas emissions)
- emissions from industrial processes and product use (IPPU), including production of aluminium, cement and steel but excluding hydrofluorocarbons (HFCs) (4.1 per cent of total greenhouse gas emissions).

These emissions are projected to decrease by 22 per cent from 2019 levels by 2025, 21 per cent by 2030, and 21 per cent by 2035 (figure 10).³¹

Figure 10: Emissions from the energy and industry sectors



How we plan to reduce emissions in these sectors

What we are doing now

The NZ ETS is a key mechanism to reduce emissions in these sectors. A rising carbon price discourages fossil fuel use, through energy efficiency improvements and fuel switching.

Other measures aim to reduce emissions in areas that are not responsive to emissions pricing due to market or other barriers, to unlock co-benefits, and to address the distributional impacts of the transition.

The Government's renewable energy strategy work programme (including consultation on MBIE's *Accelerating Renewable Energy and Energy Efficiency* discussion document) has guided work including promoting decarbonisation and investment in renewable electricity generation.

³¹ The stationary energy emissions projection is from MBIE's updated Electricity Demand and Generation Scenarios (EDGS). Since the release of the EDGS in 2019, MBIE has updated the EDGS's Reference scenario to incorporate the impact of COVID-19 in the 2021 projection. This updated projection will be published in *Energy in New Zealand 2021* (forthcoming). The non-energy emissions projection for industrial processes and product use is provided by the Ministry for the Environment.

Initiatives include:

Supporting businesses and industry to decarbonise

- The \$70 million Government Investment in Decarbonising Industry Fund (GIDI) provides funding to support the adoption of energy efficiency and fuel switching to renewable technologies in industry, including electrification and bioenergy. It aims to accelerate industrial heat decarbonisation to catalyse adoption of low-emission technologies, and to contribute to the COVID-19 recovery. Sixteen projects received co-funding from the first round of the GIDI fund to help transition away from fossil fuels. Together, they will make emissions reductions of 3.8 Mt CO₂e over their lifetimes, the equivalent of taking 62,500 cars off the road.
- EECA [business support programmes](#) help businesses and large energy users reduce emissions through providing technical advice and energy services (including energy audits, feasibility studies and support for energy graduates) and co-investing with industry.
- [Technology demonstration](#) funding co-invests with businesses to pilot innovative energy and carbon-saving technologies and process improvements that are yet to be widely adopted in New Zealand.
- The [Energy Transition Accelerator](#) partners with large businesses on customised transition plans to identify investments and actions they can take to reduce emissions.
- The Sustainable Business Network and EECA [Climate Action Toolbox](#) assists small and medium enterprises to act on climate issues.
- EECA's Sector Decarbonisation Programme will support other (non-large emitting) businesses, starting with a pilot with Horticulture NZ.

Accelerating the uptake of energy-efficiency measures and technology

- EECA's GenLess campaign mobilises businesses, communities and individuals to adapt, innovate and undertake actions to reduce their emissions.
- The Warmer Kiwi Homes programme offers insulation and heating grants to homeowners either living in areas identified as low income or who have community services cards. This allows energy to be used more effectively to maintain warmer, dryer homes, and also unlocks significant health benefits.
- Product regulations create a national system for regulating the energy efficiency of appliances and equipment sold in Aotearoa. We recently consulted on a range of proposals to enhance the energy efficiency regulatory system.

Supporting development and use of low-emissions fuels

The Government:

- has developed [A Vision for Hydrogen in New Zealand](#) to outline potential uses of hydrogen in Aotearoa and explore issues around hydrogen use
- [supports hydrogen demonstration projects](#)
- is developing international partnerships, including with Japan and Singapore
- is actively working to ensure that current regulatory settings are fit for purpose to advance the hydrogen industry and support our climate change response
- recently consulted on a [sustainable biofuels mandate](#) (transport), and is developing a Forestry and Wood Processing Industry Transformation Plan (forestry)

- supports industries and groups to demonstrate and adopt low-emission transport technology, vehicles, fuels, innovation and infrastructure with co-funding from the LETF.

Potential and proposed measures

A New Zealand Energy Strategy

Once the emissions reduction plan is in place, we will develop an energy strategy to consider priorities, challenges and opportunities for a successful transition. This is in line with the Climate Change Commission's recommendation for a strategy to decarbonise the energy system and ensure the electricity sector is ready to meet future needs, and responds to suggestions from the energy sector to draw various pieces of work together into an overarching strategy.

The Commission recommended that a strategy:

1. sets targets for the energy system
2. ensures access to affordable and secure low-emissions electricity for all consumers
3. manages the phase out of fossil fuels (including planning for the diminishing use of fossil gas in the energy system, and phasing out coal for electricity generation).

This strategy will need to be considered alongside the Commission's other recommendations (such as a bioeconomy strategy and a plan for decarbonising industry), and existing strategies such as the [New Zealand Energy Efficiency and Conservation Strategy](#) (NZECS).

A first stage will be to determine what an energy strategy could address and how it would define a pathway, as we make the 30-year transition towards our 2050 target. We seek your feedback on this.

Setting targets for the energy system

The Commission has recommended setting a target of 50 per cent of all energy consumed coming from renewable sources by 2035 and treating the existing target of 100 per cent renewable electricity by 2030 as aspirational. The Commission also suggested that the Government could consider replacing the renewable electricity target with a goal of 95–98 per cent renewable electricity by 2030.

The aspirational target of 100 per cent renewable electricity will be reviewed in 2025 before the second emissions reduction plan is put in place. Ultimately Aotearoa will need to move to a more renewable electricity system as we head towards our 2050 target. A review in 2025 allows time for additional information on potential solutions to the dry year challenge identified through the [New Zealand Battery Project](#).

We acknowledge the importance of reducing emissions in the broader energy sector, including through the use of electricity to decarbonise other sectors' energy uses, and increasing the use of low-emissions fuels such as bioenergy and hydrogen. We agree there is merit in setting a renewable energy target, to track progress in the broader energy sector. We seek your feedback on a renewable energy target.

Preparing the electricity system for future needs

The Commission has made a range of recommendations for a low-emissions electricity system that is fit for evolving technology, and for a fast-paced build of low-emissions electricity generation and infrastructure.

The Electricity Authority is seeking feedback on issues relating to the best regulatory environment for the distribution sector to invest efficiently to support the transition to a low-emissions system. Government will also address other potential barriers to connection and operation of more renewable electricity generation, and new demand to the electricity transmission and distribution networks. This is to ensure settings enable independent and distributed generation.

The New Zealand Battery Project is investigating the feasibility of options to manage or mitigate 'dry year' risk in a highly renewable electricity system, and move towards 100 per cent renewable electricity. Phase one investigation is underway. Further work on a second phase would relate to design of preferred options once phase one is completed.

We will also consider whether the existing electricity market can support a shift to a more renewable system over time. Retiring fossil fuel power stations in an orderly fashion will be critical to reducing emissions and maintaining a secure supply of electricity. In line with this work:

- the Government has a manifesto commitment to ban the building of new thermal baseload electricity generation, and will be looking at how we can transition in a managed way to a fully renewable electricity system
- the Electricity Authority's Market Development Advisory Group (MDAG) has commenced a project investigating price discovery in the wholesale electricity market under a 100 per cent renewable electricity supply, including determining how the wholesale market will operate, reservoirs will be managed and how efficient investment in new generation will be enabled by the market
- to support the 2050 emissions target and the 2030 renewable electricity target, the Electricity Authority is investigating how to ensure the electricity system remains stable, secure and resilient over coming decades
- the Authority is also progressing reform to transmission and distribution pricing to enable efficient operation of, and investment in, network infrastructure supporting electrification and renewables development.

We are also reviewing the National Policy Statement for Renewable Electricity Generation (NPS-REG) and other national direction instruments to help accelerate the development of renewable electricity generation.

Low-emissions fuel options could also be considered to help reduce fossil fuel use in the electricity sector, as discussed below.

Phasing out fossil gas while maintaining consumer wellbeing and security of supply

Under its recommendation to develop an energy strategy, the Commission specifically recommended creating a plan for managing the diminishing role of fossil gas across the energy system, covering associated consequences for network infrastructure and workforce during the transition.

Our energy supply chains are complex and interrelated. As we consider phasing out the use of gas and associated infrastructure it will be important to ensure the method and speed of transition maintains security of energy supply and prevents adverse or unexpected effects on consumers.

The Gas Industry Company has been investigating whether gas market settings are fit for the transition.³² Industry-led work is also underway, including the Gas Infrastructure Futures Group, and a Green Gas Certification System.

The development of a plan for managing the diminishing role of fossil gas could provide direction to the gas sector, industry users and other consumers. We seek your views on the outcomes, scope, timeframes and approach to the development of a plan for managing phase out of fossil gas.

We are working to reduce building-related emissions through the Building for Climate Change programme. The Commission's recommendation to set a date to end the expansion of fossil gas connections in buildings is considered in the next section, [Building and construction](#).

Decarbonising industry

We recognise that all fossil fuel use in industry and buildings must reduce. The Government could look to accelerate our financial support for the decarbonisation of process heat by expanding existing investment programmes, such as the GIDI fund.

We are developing national direction for industrial greenhouse gas emissions under the Resource Management Act 1991 (RMA). Proposals for this national direction include developing nationally consistent rules to decarbonise process heat by banning new low- and medium-temperature coal boilers installations and phasing them out by 2037, reducing use of other fossil fuels in process heat, and requiring some industrial sites to have emission plans.

We are also considering an energy and emissions reporting scheme for large energy users, to address current data gaps on our energy use and associated emissions.

The Commission recommended developing a plan to decarbonise industry, and to speed up the switch to low-emissions fuels for process heat. We seek your feedback on next steps for drawing work programmes together – for example, either:

- a standalone plan as recommended by the Commission
- as part of developing an energy or bioeconomy strategy
- through the review of the NZEECS.

The Commission also recommended setting a timetable for phasing out fossil fuels for boilers. The Government recognises that all fossil fuel use in industry and buildings needs to reduce. In the first budget period, we will consider setting a timetable for the phase out of fossil fuel use in boilers, alongside other work relating to phasing out of fossil gas (as outlined above) and use of [fossil fuels in buildings](#).

We will be looking at approaches to hard-to-abate industries in the context of broader economic development, New Zealand's resource needs and an equitable transition.

³² Gas Industry Company Limited. 2021. [Gas market settings investigation consultation paper](#). Wellington: Gas Industry Company Limited.

Addressing current data gaps on energy use in Aotearoa and associated emissions through an Energy and Emissions Reporting scheme

We are proposing a mandatory energy and greenhouse gas emissions reporting scheme for large energy users. The proposed scheme would require those users to report their energy use and emissions to government and the public.

The proposed scheme will provide information to businesses, the Government and the public to monitor energy sector progress towards emissions targets. The information could be used to develop opportunities for emissions reductions, and to design meaningful and evidence-based policy interventions for ongoing emissions reduction.

The current proposal includes a suggested reporting threshold of 1 kt CO₂e. This threshold would capture large energy users across stationary energy entities and their transport emissions (for example, Fonterra and its truck fleet), commercial entities (for example, large retail companies and airports), and transport companies such as road freight, coastal shipping and tourism helicopter operators. Approximately 200 industrial and commercial (stationary energy) companies could meet this proposed threshold. The proposed scheme was originally consulted on as part of a package in Accelerating Renewable Energy and Energy Efficiency in December 2019, referred to as Corporate Energy Transition Plans (CETPs)³³. However, that consultation was not targeted at the transport and commercial sectors. To ensure all stakeholders have an opportunity to comment on the sectoral coverage of the scheme, we seek your views on how the proposed scheme would affect these sectors.

Key design features of the proposed scheme will be set through regulations rather than through primary legislation. This will involve further consultation in 2022 on matters such as methods, protocols and frequency for reporting information.

Supporting development and use of low-emissions fuels

In addition to renewable sources such as wind, solar, hydro and geothermal electricity generation, use of low-emissions fuels such as bioenergy and hydrogen will be critical to decarbonise the energy system. We are:

- seeking your feedback on approaches to the [circular and bioeconomy](#)
- undertaking work to develop a [sustainable biofuels mandate](#) to incentivise the uptake of biofuels from sustainable sources, which have significantly lower lifecycle emissions than their fossil fuels equivalent
- developing a hydrogen roadmap; a first stage to develop an initial view of hydrogen supply and demand in New Zealand has been completed,³⁴ and the next stage will be to explore issues for hydrogen use to determine 'right size' for our hydrogen economy.

The Government could consider more active support for development of larger scale bioenergy and hydrogen industries to enable emissions reductions in the process heat, electricity and the transport sectors.

³³ Following submissions, a simplified scheme was progressed. The feedback on the proposal for CETPs was mixed, with strong support for mandatory reporting and improving data accessibility (including from some large energy users), but limited support for energy audits.

³⁴ Ministry of Business, Innovation & Employment. 2020. [A roadmap for hydrogen in New Zealand](#). Wellington: Ministry of Business, Innovation & Employment.

In the industrial heat sector, the Commission's demonstration path shows significant switching from coal to biomass across the first three emissions budgets, starting in the first budget period. Alongside development of a bioeconomy strategy, support for development of biomass resources to ensure availability will be critical for this switching.

In the electricity system, thermal fuels have played a number of roles, including providing baseload electricity supply, cover for dry years, and peaking when demand is high.

The New Zealand Battery Project is looking at longer term options to address the dry-year issue, such as pumped hydro (including the Lake Onslow option), 'overbuilding' renewables, biomass, hydrogen, and demand-side management solutions. Some of these dry-year solutions could take several years to develop and construct.

We may need to consider additional measures to help reduce emissions in the first emissions budget. Supporting the development and use of low-emissions fuels now could help Aotearoa to meet the first budget, and to reach our second and third emissions budgets.

We seek your views on whether government could or should provide additional support for the development of bioenergy and hydrogen resources to support decarbonisation across the energy sector, and if so, what form this should take.

Policies for an equitable transition

Addressing industry transition

Complementary policies for process heat, such as the [GIDI fund](#) and [EECA's business programmes](#), will promote energy efficiency (reducing energy costs) and reduce carbon emissions.

EECA's Energy Transition Accelerator gives bespoke technical support for large emitters to make long-term transition plans. The GIDI fund supports employment in the regions while reducing emissions.

The Government is helping communities, businesses and sectors to understand and plan their transition through equitable transitions partnerships. Current partnerships are focused on the Taranaki and Southland regions.

Keeping energy affordable and secure

Following the 2019 [Electricity Price Review \(EPR\)](#), we are progressing initiatives that will [address affordability and hardship](#) for electricity consumers. These include:

- establishing an Energy Hardship Expert Panel to recommend policy priorities and actions to alleviate energy hardship in Aotearoa, and an Energy Hardship Reference Group to assist the Expert Panel and share information and insights across government agencies, community organisations, consumer advocates, industry participants and regulators
- developing an agreed definition and indicators of energy hardship to assist with measuring and tracking energy hardship over time; this will also help inform how we evaluate programmes to address energy hardship and whether further initiatives and/or better targeting is needed
- delivering the Support for Energy Education in Communities (SEEC) programme to help build a network of energy hardship initiatives and support people to achieve warmer homes and lower energy bills

- progressing an amendment to the Electricity Industry Act 2010 to give the Electricity Authority an explicit function to protect the interests of small consumers (residential and small businesses).

Additionally, funding for community energy can help low-income consumers gain access to distributed renewable energy technologies. A \$28 million community energy fund has been set up to help Māori and those in public housing access renewable energy technologies.

The Warmer Kiwi Homes programme and Minimum Energy Performance Standards are helping consumers and businesses to improve energy efficiency, with associated benefits to their wellbeing.

Our work around the energy market's ability to support the phase down of fossil gas will consider affordability and equity impacts of transition for consumers, and implications for current gas infrastructure.

The timing of the transition for gas-dependent households and light commercial businesses ties in with other initiatives, including the Building for Climate Change programme ([Building and construction](#) section).

QUESTIONS

Energy strategy

58. In your view, what are the key priorities, challenges and opportunities that an energy strategy must address to enable a successful and equitable transition of the energy system?
59. What areas require clear signalling to set a pathway for transition?

Setting targets for the energy system

60. What level of ambition would you like to see Government adopt, as we consider the Commission's proposal for a renewable energy target?

Phasing out fossil gas while maintaining consumer wellbeing and security of supply

61. What are your views on the outcomes, scope, measures to manage distributional impacts, timeframes and approach that should be considered to develop a plan for managing the phase out of fossil gas?

Decarbonising the industry sector

62. How can work underway to decarbonise the industrial sector be brought together, and how would this make it easier to meet emissions budgets and ensure an equitable transition?
63. Are there any issues, challenges and opportunities for decarbonising the industrial sector that the Government should consider, that are not covered by existing work or the Commission's recommendations?

Addressing current data gaps on New Zealand's energy use and associated emissions through an Energy and Emissions Reporting scheme

64. In your view, should the definition of a large energy user for the purposes of the proposed Energy and Emissions Reporting scheme include commercial and transport companies that meet a specified threshold?

QUESTIONS

65. We have identified a proposed threshold of 1 kt CO₂e for large stationary energy users including commercial entities. In your view, is this proposed threshold reasonable and aligned with the Government's intention to meet emissions budgets and ensure an equitable transition?
66. In your view, what is an appropriate threshold for other large energy users such as transport companies?
67. Are there other issues, challenges or opportunities arising from including commercial and transport companies in the definition of large energy users for the purposes of the proposed Energy and Emissions Reporting scheme that the Government should consider? Supporting evidence on fleet size and characteristics is welcomed.

Supporting development and use of low-emissions fuels

68. What level of support could or should Government provide for development of low-emissions fuels, including bioenergy and hydrogen resources, to support decarbonisation of industrial heat, electricity and transport?
69. Are there any other views you wish to share in relation to energy?

Building and construction

Why reducing emissions in this sector matters

Buildings are part of the everyday lives of people, communities and businesses, affecting most wellbeing indicators for individuals, communities and the nation. The sector is also a major part of the economy, contributing 7.3 per cent of GDP in 2019 (\$20.5 billion).

Our vision is to significantly reduce all building-related emissions as soon as possible, and where possible, also have other benefits that make an important contribution to wellbeing and higher living standards (for example, improved health, energy affordability). For example, warmer, drier homes have health and economic benefits for households and Government. Decisions about the design, construction and operation of buildings aimed at helping reduce emissions may also have health, social, and environmental benefits (for example, less extraction of raw materials and reduced landfill). Each of these co-benefits also translates to financial and/or other value for Government, the community and individuals. We have started work to understand who may benefit, and when.

Emissions budgets take a production-based approach.³⁵ Using this approach, the sector directly contributed about 4 per cent of greenhouse gas (long-lived) emissions in 2018. Taking a consumption-based approach,³⁶ 15 per cent of these emissions in 2018 were building related.

There is significant potential for this sector to help reduce emissions in other sectors. Emissions from the manufacture of building products and materials, and from energy use

³⁵ The production approach accounts for emissions at the point where they are emitted.

³⁶ The consumption approach accounts for emissions 'embodied' in a good or service at the point where the emissions are 'consumed'. These includes emissions that result from the entire supply chain required to produce that good or service for final use from the extraction and manufacturing of materials, construction, through to deconstruction and waste disposal.

in buildings (for example, space and water heating, cooling, cooking) are reported under the energy and industry sectors. Over half of New Zealand's electricity use is building related.³⁷

Planning and design affect how much energy it will take to heat and cool a building, and the choice and quantity of materials. It can affect waste (which can flow on to energy and transport emissions). Transporting materials (including many from overseas) and workers on and offsite produces further building-related emissions.

Housing affordability is an important consideration when reducing emissions. There is the risk that measures will raise new-build costs, although construction is only one of the factors that determine housing prices. We are exploring how to both reduce emissions reductions and support affordability. Key to this will be encouraging behaviour change, along with planning decisions (see [Planning](#) section) that help realise our vision.

How we plan to reduce emissions in this sector

Emissions related to buildings generally fall into two groups:

- **Operational carbon emissions** are from the energy and other resources used when operating the building.
- **Embodied carbon emissions** are emitted during the manufacture and use of the materials and products that form the building, and across its life, from construction to deconstruction. These include emissions from the production, transportation and eventual disposal of materials in buildings.

A whole-of-life approach considers emissions that arise at all points in the supply chain, and over the lifetime of that material or product, supporting a circular economy. This spans from raw material extraction to manufacturing and through to building construction, maintenance and ultimately deconstruction, including disposal, recycling and repurposing.

What we are doing now

Building for Climate Change programme

Building for Climate Change programme is the Government's key mechanism for reducing emissions from this sector (see [MBIE – Building for Climate Change](#)).

We are looking at ways to create and scale up the changes and actions needed to meaningfully contribute to our targets. This includes:

- **Regulatory proposals** – We are looking at options such as emissions caps for buildings. Possible approaches are shown in the two frameworks MBIE consulted on in 2020: [Transforming Operational Efficiency](#) and [Whole-of-Life Embodied Carbon Reduction](#). (Read the summary of submissions and other feedback on the [programme website](#).) New builds are the first priority because lowering emissions in existing buildings is more complex.
- **Improving energy efficiency** – We are exploring how to use the current system to help reduce emissions while we develop a broader transformational policy package. In May

³⁷ Ministry of Business, Innovation & Employment. 2020. [Energy in New Zealand](#). Wellington: Ministry of Business, Innovation & Employment.

2021 MBIE consulted on proposed changes to the New Zealand Building Code's energy efficiency requirements (Clause H1) (see [MBIE website](#)).

- **Modelling** – We have started testing scenarios for implementing [Transforming Operational Efficiency](#) and [Whole-of-Life Embodied Carbon Reduction](#). The modelling will guide our choice of scenarios for the final plan and includes options for both mandatory reporting and emissions caps of different strengths and timing.
- **Reducing emissions in existing buildings** – We are scoping options to reduce existing buildings' emissions, including supporting retrofits, measuring emissions and exploring other tools to improve how buildings perform. This will include looking at mandatory energy performance programmes, as recommended by the Commission, for commercial and public buildings.

Government leading the way

We are reducing emissions through the government property portfolio and other initiatives. Some examples are:

- **The Carbon Neutral Government Programme (CNGP)**. See [Government accountability and coordination](#), including the requirement for many larger (over 2,000 square metre) government buildings to now achieve certain NABERSNZ ratings.
- **NABERSNZ (EECA)**. Rates the energy and carbon performance of commercial buildings.
- **Government Procurement's Sustainable Construction: Construction Procurement Guidelines**. Helps agencies implement the emissions reduction component of the Government Procurement Rules.
- **Kāinga Ora large redevelopment**. Government investment of over \$25 billion to 2050 (plus the \$3 billion housing investment in 2019).
- **Kāinga Ora waste minimisation scheme**. Aims to significantly reduce on-site waste from construction and demolition. Its procurement processes in relation to construction and demolition waste require that 80–85 per cent of materials must be recycled (or diverted from landfill).
- **Warmer Kiwi Homes (EECA)**. Insulation and heater grants to low-income homeowners.

The Building for Climate Change programme, in developing its transformational package, is also working with other agencies to explore how else Government can lead by example in reducing building-related emissions. This may include considering possibilities for Kāinga Ora fast tracking its emissions reduction targets across its construction programme. This would create a significant market for low-carbon construction materials, practices and designs; advancing industry knowledge and accelerating uptake across the sector. This would also reduce energy hardship, and improve health and wellbeing for some of the most vulnerable New Zealanders. Options to strengthen procurement requirements to encourage industry to deliver lower emission buildings for Government will also be considered.

Construction Sector Accord

Launched in April 2019, the [Construction Sector Accord](#) is a platform for industry and government to jointly work on the challenges facing the sector, such as sustainability and people development. The Accord is supporting the construction sector to help increase knowledge and capability (for example, through a resource hub and webinars) in the areas of environmental sustainability. It has a network of organisations committed to the Accord vision of a higher performing construction sector.

The Accord will be a valuable platform for government and industry to work together to meet the shared emissions reduction challenge, and help support businesses to recognise the significant role that industry has to play in reducing building-related emissions.

Examples of business leading the way

We recognise that some of the industry is leading the way for the sector, with some recognised examples of good practice including:

- Naylor Love developing a Building Carbon Calculator, which supports comparison of carbon emissions from different structural building elements and material types
- the Heavy Engineering Research Association (HERA) developing guidance to help steel manufacturers calculate and understand their carbon footprint
- Green Gorilla establishing a Construction and Demolition Waste Processing Facility, which diverts more than 70 per cent of incoming construction and demolition waste from Auckland landfills.

We will support the business community to develop, demand and share emerging practices aimed at reducing emissions.

Reducing demand for fossil fuels in buildings

The Building for Climate Change programme is proposing capping the total operational emissions from new buildings. This approach allows people to choose how they lower emissions from the building's use overall, rather than specifying the systems to be used or not used for heating and cooking. We are also considering caps for the emissions from the fuels used for the operation of buildings, including fossil fuels. The caps are anticipated to reduce demand for fossil fuels used for heating, cooling and cooking over time. This may have co-benefits, such as minimising the health risks from these fuels. This approach may also allow time for low-emissions alternatives to become commercially available.

The Commission has subsequently recommended that Government set a date to end the expansion of fossil gas pipeline infrastructure (recommendation 20.8a). We seek your views on this approach, and to understand the impact it would have on people, families, communities and businesses.

Reducing demand for fossil fuel in buildings may have implications for new and existing fossil gas connections. Energy supply chains are complex. MBIE is investigating the phase out of fossil fuels from the energy system. Details of this and national direction tools (a national policy statement and national environmental standard) are in the [Energy and industry](#) section.

Potential policies and measures

The Building for Climate Change programme will also consider:

- **Behavioural and cultural change** – scoping a programme to raise consumer and sector knowledge about lower emissions building and construction. This will help reset social and sector norms, and to enable warmer, drier buildings with health, economic and other benefits. This will require a focus on two different groups:
 - *Consumers* – awareness, knowledge and increasing demand for lower emissions buildings: for example, information and education campaigns for building consumers, product rating schemes, and tools such as energy and water meters.

- *Industry* – knowledge and action, with a focus on the sector reducing its footprint including as building material and product consumers. This could include encouraging and supporting architects, builders, manufacturers and others in the sector to advise clients on and provide lower emissions buildings. Ways to encourage businesses to source and create demand for lower emissions products and materials from their supply chains could also be explored.
- **Financial and other incentives to encourage lower emissions buildings** – reinforcing behaviour change and lower emissions practice:
 - This could include considering subsidies, rates or tax rebates, or low- or no-interest loans for low-emissions buildings or retrofits.
 - One example is exploring an initiative similar to the [Exemplary Buildings programme in Brussels](#), which gave funding, technical support and publicity to eligible building owners and designers.
- **Removing barriers** – we will consider ways to remove barriers to lower emissions building, and to encourage new products and ways of building. This will include identifying and addressing any undue barriers the building consenting system presents to the recycling and reuse of building products and materials.
- **Improving energy efficiency** – helping reduce energy-related emissions and realise other benefits – options we want feedback on include:
 - funding the development and rollout of energy performance certificates to buildings, potentially linking energy performance to other incentives. This could involve expert evaluation of buildings to baseline their current level of energy performance and recommend potential changes they could make to improve it
 - subsidies or low- or no-interest lending for energy efficiency improvements to existing buildings
 - expanding eligibility criteria for Warmer Kiwi Homes programme and reviewing it to ensure it is fit-for-purpose to achieve emissions-reduction goals.
- **Encouraging innovation and scaling** – this will bring down costs and influence market behaviour. Methods such as offsite manufacturing can lift productivity, reduce waste and emissions, and supply warm, dry, durable and affordable homes. Kāinga Ora is increasingly using this method to bring such benefits and embed innovation into construction. Recent Building Act 2004 changes (which include a [voluntary certification scheme for manufacturers of modular components](#)) help foster this innovation.
- **Contestable innovation fund and other potential ways to increase innovation, technology and scaling** – exploring how to help businesses and other organisations to trial, tailor and upscale low-emissions innovations such as new technology and materials, might help the sector substantially reduce emissions. Proposals we are seeking views on include:
 - competitions and rewards to support the development of innovative and scalable low-emissions building materials, designs and processes
 - funding that could support concepts to be developed, trialled or brought to market, such as lower emissions concrete, waste reduction innovations, or low-emissions housing designs
 - funding may also help support local, or potentially global, mentoring or partnerships.
- **Circular economy package:** A potential suite of initiatives and incentives to reduce construction waste and increase reuse, repurposing and recycling of materials.

- This could include scaling up existing building-related circular economy initiatives and providing guidance and information to help reduce construction waste across a building’s lifecycle, from construction to demolition.
- Elements of this package could build on the Ministry for the Environment’s Waste Minimisation Fund, with a specific focus on rolling out or scaling up building-related circular economy initiatives. For example, funding the expansion of existing local programmes through to supporting major businesses to trial or champion demonstrated programmes.
- It could also include providing guidance and information about ways for designers, builders, procurers and others to reduce construction waste across a building’s lifecycle, from construction to demolition. The proposed behaviour change programme could also include a circular economy focus, driving both consumer and sector activity.
- **Workforce transformation coordination and support:** there are various sector and other initiatives aimed at ensuring the sector has the right workforce at the right time. We are looking at how these could be effectively supported, and any gaps identified and addressed. Options being considered include:
 - coordinating role or supports, to minimise duplication of initiatives and to help businesses/industry connect, identify and respond to skills gaps
 - targeted funding and other supports to train or retrain building professionals to use lower emissions building approaches
 - education and potentially funding to encourage changed practice among key worker groups; these may include those involved in upfront decisions (for example, design, planning and project management), those doing onsite work (Licensed Building Practitioners, plumbers, gasfitters and drainlayers) and those performing a regulatory function (Building Consent Authority staff) to support workforce transformation
 - supporting more on-the-job mentoring, and more effectively using the educational system to develop and prepare workers and the workforce to build for climate change.

Making an equitable transition

The new measures will affect many different groups, including: workers, businesses, building occupants (or ‘consumers’), renters and tenants, lower socioeconomic households, and Māori and Pacific peoples. The changes may also bring opportunities.

The initial focus on new homes is likely to disproportionately affect new build occupants. Māori and Pacific peoples, low-income households and renters are more likely to live in buildings that are older, less energy efficient, as well as damp, mouldy and poorly ventilated.³⁸ More energy-efficient new-build public housing will directly and significantly improve health and reduce hardship for many low-income residents, likely outweighing the initial costs.

The building and construction sector is our fourth largest employer. OECD research and modelling indicates that reducing emissions is likely to create a continued decline in low-skill jobs. Workers in heavy-emitting industries that the building and construction industry currently relies on, such as metal and concrete manufacturers, may also be vulnerable to market and industry shifts to less carbon-intensive designs and products. At the same time,

³⁸ Statistics NZ. 2020. *Housing in Aotearoa: 2020*. Wellington: Statistics NZ.

many existing roles and the new jobs created (for example through new building processes and designs) are anticipated to become increasingly skilled. There will also be opportunities to reskill and upskill workers and the sector overall. An important priority of any workforce transformation coordination and support will be to make sure key initiatives and supports include a strong focus on workers and businesses most likely to be disproportionately impacted.

Reducing fossil fuels in buildings

Reducing fossil fuels in buildings will have both direct and indirect impacts for occupants. Any transition must recognise that the impacts on the coal, fossil gas and LPG markets and their consumers may differ.

A first step is to better understand these impacts, future energy demands for households, businesses and communities and potential alternative low-emissions energy sources. This, and consultation with affected industries, will guide phasing and help manage related risks. For the distributional impacts of phasing out of fossil fuels, see [Energy and industry](#).

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70. The Commission recommended the Government improve the energy efficiency of buildings by introducing mandatory participation in energy performance programmes for existing commercial and public buildings. What are your views on this?
71. What could the Government do to help the building and construction sector reduce emissions from other sectors, such as energy, industry, transport and waste?
72. The Building for Climate Change programme proposes capping the total emissions from buildings. The caps are anticipated to reduce demand for fossil fuels over time, while allowing flexibility and time for the possibility of low-emissions alternatives. Subsequently, the Commission recommended the Government set a date to end the expansion of fossil gas pipeline infrastructure (recommendation 20.8a). What are your views on setting a date to end new fossil gas connections in all buildings (for example, by 2025) and for eliminating fossil gas in all buildings (for example, by 2050)? How could Government best support people, communities and businesses to reduce demand for fossil fuels in buildings?
73. The Government is developing options for reducing fossil fuel use in industry, as outlined in the Energy and industry section. What are your views on the best way to address the use of fossil fuels (for example, coal, fossil gas and LPG) in boilers used for space and water heating in commercial buildings?
74. Do you believe that the Government's policies and proposed actions to reduce building-related emissions will adversely affect any particular people or groups? If so, what actions or policies could help reduce any adverse impacts?
75. How could the Government ensure the needs and aspirations of Māori and iwi are effectively recognised, understood and considered within the Building for Climate Change programme?
76. Do you support the proposed behaviour change activity focusing on two key groups: consumers and industry (including building product producers and building sector tradespeople)? What should the Government take into account when seeking to raise awareness of low-emissions buildings in these groups?
77. Are there any key areas in the building and construction sector where you think that a contestable fund could help drive low-emissions innovation and encourage, or amplify,

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emissions reduction opportunities? Examples could include building design, product innovation, building methodologies or other?

78. The Ministry of Business, Innovation and Employment (MBIE) is considering a range of initiatives and incentives to reduce construction waste and increase reuse, repurposing and recycling of materials. Are there any options not specified in this document that you believe should be considered?
79. What should the Government take into account in exploring how to encourage low-emissions buildings and retrofits (including reducing embodied emissions), such as through financial and other incentives?
80. What should the Government take into account in seeking to coordinate and support workforce transformation, to ensure the sector has the right workforce at the right time?
81. Our future vision for Aotearoa includes a place where all New Zealanders have a warm, dry, safe and durable home to live in. How can we ensure that all New Zealanders benefit from improved thermal performance standards for our buildings?
82. Are there any other views you wish to share on the role of the building and construction sector in the first emissions reduction plan?

Agriculture

Why reducing emissions in this sector matters

Our agricultural sector is highly productive and plays an important role in our economy. It is central to the continued success of the primary industries and contributes to the wellbeing of our society.

Aotearoa has a unique emissions profile for a developed country. Emissions from agriculture make up 48 per cent of our gross greenhouse gas emissions.

Biogenic methane is a short-lived greenhouse gas, emitted from livestock digestive systems, that makes up almost three-quarters of agriculture emissions.

The next largest source is nitrous oxide from nitrogen added to soils through dung and urine and fertiliser, followed by manure management.

Most agricultural emissions come from the dairy sector, followed by sheep and beef cattle.

Reducing emissions

The Climate Change Response Act 2002 (CCRA) sets a target to reduce biogenic methane by 10 per cent below 2017 levels by 2030, and by 24–47 per cent below 2017 levels by 2050.

Our current mid-range projections would see agricultural reductions of **6.5 per cent for biogenic methane** and **3.1 per cent for long-lived gases by 2030**, relative to 2017 levels.

Our **food and fibre sectors** are already some of the most emissions-efficient producers in the world, but they need support to become even more sustainable and meet our targets. The sector has already committed to doing its part to meet our 2030 biogenic methane target. This will require widespread changes in farm practice, new technology and more investment.

Opportunities include:

- **Pricing** – The He Waka Eke Noa Primary Sector Climate Action Partnership will bring in a farm-level pricing scheme by 2025. This will encourage farmers to reduce their emissions through currently available practices.
- **Extension** – Extension and effective advisory services will help farmers and growers gain the knowledge and resources to measure, manage and reduce their emissions.
- **Research and development** – Investment in research and development of technology, such as methane inhibitors and a methane vaccine, will also be vital. Using new technologies, farmers could contribute to more ambitious goals, without needing costly offset mechanisms or substantial change in land use.

These actions are expected to have a bigger impact in later emissions budgets as farm practice changes and new technologies become available, but the work needs to begin now to unlock these opportunities. By focusing now on delivering the right solutions, we can expect greater impacts out to 2050. We will need to work together to achieve this.

How we plan to reduce emissions in this sector

What we are doing now

Government and primary sector roadmap

The Ministry for Primary Industries' roadmap, *Fit for a better world – accelerating our economic potential* (released July 2020) sets out opportunities to accelerate the productivity, sustainability, and inclusiveness of the primary sector. This is the framework the Government will base its climate-related work with the primary sector under, setting out three ambitious targets for our food and fibre sector to create a more productive, sustainable and inclusive economy. This includes adding \$44 billion in export earnings over the next decade by building off the strong position of our core food and fibre sectors, reducing biogenic methane to 24–47 percent below 2017 levels by 2050, restoring New Zealand's freshwater to a healthy state within a generation, and employing 10 percent more New Zealanders in the primary sector by 2030.

He Waka Eke Noa Primary Sector Climate Action Partnership

We are working with the food and fibre sector and iwi/Māori through [He Waka Eke Noa](#). This partnership aims to equip farmers and growers with the knowledge and tools to measure, manage and reduce their emissions, while sustainably producing quality products for domestic and international markets.

The CCRA sets a series of milestones for He Waka Eke Noa, including implementing a farm-level pricing mechanism for agricultural emissions by 2025. The partnership will make recommendations to Ministers on price design in March 2022.

The partnership also has pre-2025 milestones to help farmers know their total annual on-farm emissions, and to develop farm plans to measure and manage those emissions.

In June 2022, the Commission will assess the partnership's progress. If the partnership is not on track, the Government can bring agriculture into the NZ ETS at processor level before 2025.

More funding for research

Over the last 10 years about \$20 million per annum has been invested in agricultural emissions research.³⁹

In Budget 2021, funding for agricultural climate change research increased by \$24 million over four years. This will accelerate the development of new technology and practices.

Investment in novel solutions, such as methane and nitrous oxide inhibitors, and selective breeding for lower methane-emitting sheep and cattle, could reduce hard-to-abate biogenic methane and nitrous oxide emissions.

Funding for integrated farm planning

Budget 2021 committed \$37 million over four years to speed up a national integrated farm planning (IFP) system for farmers and growers, in partnership with industry and regional sectors. This will make it easier and quicker for farmers and growers to meet their greenhouse gas reporting requirements by integrating them into wider farm planning. A further 100 skilled farm advisors will also be trained. Industry, regional council, community, and catchment initiatives will also receive funding.

Regulatory oversight for methane inhibitors

Work is underway to enable the regulatory oversight for methane inhibitors under the Agricultural Compounds and Veterinary Medicines (ACVM) Act. This will allow for the regulation of greenhouse gas inhibitors when they become available. This measure is the first step to unlocking a future opportunity to reduce greenhouse gas emissions.

Potential and proposed measures

Pathways to reduce agricultural emissions

We need a range of policies and support to reduce agricultural emissions in line with our 2030 and 2050 targets.

We are working through He Waka Eke Noa to develop solutions to measure and price agricultural emissions. This includes workstreams on emissions pricing, emissions reporting, farm planning, on-farm sequestration, and delivery (early adoption, innovation and uptake, and extension). A cross-cutting workstream will integrate Māori perspectives.

We are assessing the additional work that will be needed to complement He Waka Eke Noa. Other measures could include improving farm advisory and extension services, resources for evidence-based decision-making on farms, and supporting early uptake of new practices on-farm.

Accelerating innovation and technology

Innovation and technology are critical to meeting emissions budgets. As part of the Fit for a Better World roadmap, the Ministry for Primary Industries, in partnership with industry, Māori and science, is developing a research and development (R&D) plan to accelerate the development of mitigations to reduce biological emissions.

³⁹ [Leading science partnerships; Global Research Alliance.](#)

This R&D plan will consider the pathway from knowledge to impact for mitigations, and identify measures to accelerate their availability for farmers. Many new mitigations are not yet on the market and will make limited contributions in the first emissions budget period. However, accelerating R&D mitigation efforts now will unlock new options to reduce emissions in later periods.

On-farm practice changes through targeted extension services

Extension services help farmers access knowledge, expertise and tools to make informed decisions about on-farm practice change. We are assessing whether further public and private investment can help the He Waka Eke Noa extension workstream to support and upskill a greater number of farmers and growers.

Measures could focus on the delivery of extension services through a national network of rural/farmer collectives, including catchment groups, Māori land owner collectives and other producer groups. This could be through a combination of leveraging existing groups and industry programmes, through to new activity.

Making an equitable transition

The transition will have distributional impacts on farmers and growers, including on productivity and profitability, and on rural communities and Māori. We will factor these impacts and ways to provide support into policy development.

The rollout of integrated farm planning will decrease the compliance burden and costs due to streamlined systems, helping farmers and growers to stay sustainable and profitable.

The unique characteristics of Māori land (including ownership, governance and land type) affect the ability of many iwi/Māori land owners to respond to policy changes and opportunities. Any additional costs from new policies could hinder the development of iwi/Māori landholdings. We must consider whether policies are suitable for a range of Māori farming activities and management structures. The work of He Waka Eke Noa in 2022 will aim to build Māori farmer and grower capacity to respond to a farm-level price signal.

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83. How could the Government better support and target farm advisory and extension services to support farmers and growers to reduce their emissions?
 - a. How could the Government support the specific needs of Māori-collective land owners?
84. What could the Government do to encourage uptake of on-farm mitigation practices, ahead of implementing a pricing mechanism for agricultural emissions?
85. What research and development on mitigations should Government and the sector be supporting?
86. How could the Government help industry and Māori agribusinesses show their environmental credentials for low-emissions food and fibre products to international customers?
87. How could the Government help reduce barriers to changing land use to lower emissions farming systems and products? What tools and information would be most useful to support decision-making on land use?
88. Are there any other views you wish to share in relation to agriculture?

Waste

Why reducing emissions in this sector matters

In 2019, waste disposal and treatment in Aotearoa produced 3316.9 kt CO₂e or around 4 per cent of gross emissions. These emissions comprised:

- methane (CH₄) (92 per cent)
- nitrous oxide (N₂O) (5 per cent)
- carbon dioxide (CO₂) emissions (3 per cent).

Reducing waste biogenic methane emissions

The Climate Change Commission has recommended reducing waste biogenic methane emissions to at least 40 per cent below 2017 levels by 2035.

The main sources are:

- the organic waste part of solid waste disposal (81 per cent)
- wastewater treatment (11 per cent)
- incineration and open burning (6 per cent)
- biological treatment of solid waste (compost) (2 per cent).⁴⁰

Organic waste includes anything that contains degradable organic carbon – for example, recoverable materials such as food and green waste, paper, cardboard, and timber.

Most household and commercial waste (including some from construction and demolition) goes to managed municipal (class 1) landfills.⁴¹ Many unmanaged disposal sites also generate emissions, including fills for construction and demolition and earthwork materials (classes 2 to 5), industry (class 1 monofills), and farm fills.

We have higher certainty about waste volumes, composition, and emissions from managed municipal landfills than we do for unmanaged disposal sites. For classes 2–5 landfills and farm fills, the data uncertainty is estimated to be ±140 per cent.

⁴⁰ Ministry for the Environment. 2021. *New Zealand's Greenhouse Gas Inventory 1990–2019*. Wellington: Ministry for the Environment.

⁴¹ Terms and definitions for types of wastes and landfills are based on the nomenclature followed by the National Greenhouse Gas Inventory. 'Unmanaged' in the inventory context can be translated to class 2–5 landfills and farm fills. 'Managed' means municipal or class 1 landfills.

Figure 11: The waste hierarchy



Challenges and opportunities for landfill waste

Current policies will not deliver the emissions reductions we must achieve. Significantly reducing landfill biogenic methane emissions will require us to reduce organic material wastage at the top of the waste hierarchy, divert organic materials (for example, to recycling and composting, including anaerobic digestion) and sending organic wastes to landfills that capture landfill gas (LFG). This will require targeted investment and improved management of what goes where within our disposal and resource recovery systems.

Landfill gas (LFG) capture

What is LFG capture?

LFG is a by-product of decomposing organic waste in landfills. It is mainly composed of methane and carbon dioxide. Modern landfills are able to capture some of the gas, so the methane can be used to produce energy, or flared. The process converts the methane to less harmful carbon dioxide.

The Commission has recommended that we significantly reduce emissions by capturing more LFG. We agree with this recommendation; however, some landfills do not yet have the technology. Our options to address this could be requiring that capture systems be installed and where LFG capture is not appropriate, banning sites without LFG capture from receiving organic waste.

Retrofitting LFG capture at non-municipal landfills, where they have not been designed or built with gas capture in mind, requires further investigation. Depending on the landfill, it may be impractical for many construction and demolition fills to have gas capture systems installed. A blanket requirement brought in too quickly would lead to diverting timber and other organic wastes to more expensive managed municipal landfills that capture LFG. It could also increase the potential for illegal dumping in the absence of diversion infrastructure and a supporting licencing system.

Our proposed approach to implementing this specific recommendation is outlined below. This is a staged approach, including requiring LFG capture at all Class 1 municipal landfills by 2026. Instead of also applying this timeframe as a blanket approach to Class 2-5 landfills that receive

much higher volumes of inorganic waste (ie, materials that do not decompose and make methane gas), it is proposed that all organic material disposal be banned from Class 2–5 by 2030. In addition, key organic materials such as food, green, and paper waste could also be banned from Class 1 landfills by 2030, given the lifetime emissions from Class 1 landfills are significant, even with LFG capture in place.

In the meantime, the proposed focus is to improve our enabling systems and infrastructure, thereby providing for the opportunity to consider when and if any Class 2–5 landfills should be required to capture gas, alongside bigger shifts in how organic waste is managed overall. This ‘no-regrets’ approach is in line with the Commission's advice and would see more materials moving up the waste hierarchy faster, by focusing on waste reduction and increased recycling systems that see more organic waste diverted from landfill and back into a circular economy.

The benefits of this proposed approach are that this:

- allows time for the sector to adapt and build our onshore resource recovery capacity
- ensures we will have accurate data to inform future planning
- largely meets the Commission’s proposed 40 per cent biogenic methane reduction target for waste.

The risk of the approach is that relatively cheap disposal for Class 2–5 landfills undermines reduction and resource recovery alternatives. We want to hear your views on the proposed approach and how to get the balance right.

How we plan to reduce emissions in this sector

What we are doing now

The main policies for managing emissions include the NZ ETS (which applies to municipal landfills) and the National Environmental Standards for Air Quality 2004 (which require landfills over a certain size and materials composition to collect greenhouse gas emissions).

Other projects include:

- Changes to the waste disposal levy, which may reduce emissions by providing an economic incentive to reduce waste to landfill and divert and recycle organic materials. This also raises revenue to invest in waste minimisation, including reducing food waste, composting and anaerobic digestion, and kerbside collection of organic waste. Investment is currently through the Waste Minimisation Fund.
- Revising the New Zealand Waste Strategy, which links to the emissions reduction plan, with targets that align with the plan.
- Developing a national infrastructure plan for waste, setting out the path to a fit-for-purpose resource recovery system. The plan will have a 10+ year outlook and be supported by an infrastructure and services stocktake.
- Product stewardship for six product groups that were declared a priority in July 2020, including refrigerants (refer to the [F-gases](#) section) and e-waste (which includes large batteries, such as those in EVs). Product stewardship schemes for these products are being co-designed.

For more information on the Government's broader approach to waste minimisation, see the [Waste reduction work programme](#).

Potential and proposed measures

Options to cut waste disposal emissions broadly fall into three categories – reducing organic waste material, reducing organic waste disposal to landfill, and reducing emissions from organic waste if it ends up in landfill.⁴²

Reducing organic waste material

Reducing food waste

Reducing the amount of food waste has environmental, economic, and social benefits. Every dollar invested in businesses that reduce food scraps gains a \$14 return.⁴³

The Government has contributed some funding to campaigns such as Love Food Hate Waste and GenLess. These highlight the issue and give households practical tips.

To date there has been less focus on helping businesses reduce food waste. Australia and the UK have helped different business sectors measure and reduce their food waste, with proven success. For example, Your Business is Food (Australia) helps the hospitality sector and the Courtauld Commitment (UK) supports retailers and food manufacturers.

We could explore opportunities for New Zealand.

Reducing waste from construction and demolition

Buildings are a significant contributor to waste emissions. There is potential to shift the sector towards a circular economy, designing out waste when buildings are designed and made, with options for reusing and re-purposing materials when they reach the end of their life. The [Building for Climate Change](#) programme will consider this.

Identifying options for treated wood (reduction, diversion and disposal)

Wood waste is a mixture of products from the construction industry. When identifiable, untreated timber can more easily be diverted for reuse (native timber in particular) or as a feedstock for boiler fuel.

However, treated wood products containing additives such as glues, fire retardants and preservatives are far more common in the waste stream. In a commercial setting only (and with strict systems and approvals), it is possible to burn or otherwise process treated wood for energy. Even so, it remains a challenge, as it will release extremely harmful toxins (such as arsenic) if not appropriately managed.

The treated wood problem requires a multifaceted approach, including reduction, clearer labelling, and genuinely sustainable end-of-life solutions. We're interested in your feedback on how to sustainably manage treated wood products and the associated issues.

⁴² Options for pre-treatment is another pathway particularly relevant to wastewater treatment plant sludges and will be a focus area for future emissions reduction plans. The option to bio-stabilise municipal solid waste as a form of pre-treatment (that is, compost and sort shredded mixed municipal solid waste in a 'dirty' materials recovery facility (MRF)) could play a role in future, but is not considered best practice for resource recovery, and has not been explored further at this time.

⁴³ Hanson C, Mitchell P. 2017. [The business case for reducing food loss and waste](#). Washington DC: Champions 12.3.

One such option is to move from demolition as the default to a deconstruction model, in which buildings are removed in a way that separates and conserves materials, maintains their value, and better allows for recovery and reuse.

Other reduction opportunities

Other initiatives to reduce organic waste require resourcing or further development. These include phasing out junk mail, increasing education on and access to reusable nappies, and regulated product stewardship for textiles and clothing (including a focus on reducing consumption).

Reducing organic waste disposal to landfill

Food waste and green waste collection

Organic resources that cannot be used as food can be processed into nutrients and bioenergy. These materials are commonly recovered internationally. Both the feedstock and the resulting products are valuable resources in a circular bioeconomy, with significant potential to reduce our reliance on fossil fuel fertilisers and energy.

Although some household food and green waste is being diverted already, there is substantial scope for better recovery. Many households send food and green waste to landfill via kerbside rubbish collections. Only 55 per cent of Aotearoa households currently separate food and/or green waste for composting at home⁴⁴ (down from 63 per cent in 2008⁴⁵). Some households are limited in their ability to compost at home (for example because of a lack of space),⁴⁶ while others face different barriers.

Five councils have been diverting food and green waste to compost via separate kerbside collections for some time. More recently, the number of councils with kerbside organic collection has increased to 11, and others are proposing new services or have trials underway. In many other countries such services are commonplace. To meet our targets for waste, most communities would need food waste collections, or viable alternatives to landfill disposal for all their food scraps, as well as access to a green waste service where appropriate.

A key driver of 'value' in recycling is clean, uncontaminated recovered materials that make good feedstocks for other processing and manufacturing industries. This is also true for organic waste materials. The separate collection of food waste, and where appropriate green waste, is in line with the recommendations of the *Rethinking Rubbish and Recycling (2020)* report⁴⁷ which covers the wider kerbside system. The Government received this report in 2020 and committed to improving kerbside collection performance across the country. However, such a large-scale change requires more specific consultation, which is likely to begin in early 2022.

⁴⁴ Butt T. 2021. *General public attitudes to composting and compostable packaging* – survey report. Prepared for the Ministry for the Environment by UMR. Wellington: Ministry for the Environment

⁴⁵ Johnson M, Fryer K, Raggett N. 2008. *Household Sustainability Survey Research New Zealand*. Prepared for the Ministry for the Environment by Research New Zealand. Wellington: Ministry for the Environment.

⁴⁶ For example, 25 per cent of New Zealanders live in housing with no garden, or only a container garden on their balcony.

⁴⁷ WasteMinz. 2020. *Rethinking rubbish and recycling*. Auckland: WasteMinz.

Businesses to separate food and green waste

Food and green waste emit significant amounts of methane in landfills. A driver for change will be promoting the separation, diversion and collection of these materials, and investing in processing facilities. Some Aotearoa cities and districts have commercial food waste collections for compost or animal feed. Barriers to using these services can include higher cost, less convenience than commercial waste disposal, and needing agreement from the property owner or body corporate members. Requiring businesses to separate food waste, and where applicable green waste, would encourage more providers and processors to enter the market.

As our onshore capacity for processing organic waste grows, we will look for opportunities for households and businesses to separate some or all organic materials such as food, green, wood and paper waste, in order for them to be collected and processed via household and community compost, large-scale commercial composting processes (for example, open or in-vessel windrow), anaerobic digestion (biogas/biomethane), recycled or used as other biofuel feedstocks.

Initiatives could motivate businesses to look for ways to reduce their food waste and might encourage more donations of food-to-food rescue and redistribution or turning food unsuitable for people into stock food. Pathways are in place elsewhere, including the United States, the United Kingdom and Europe. The progressive increase and expansion of the waste levy over the next four years will yield extra revenue that could be invested in organic waste separation and collection.

Better paper and cardboard recycling

As for other types of organic waste, paper and cardboard produce methane when disposed of in landfills and make up a sizable proportion of waste in municipal landfills.

Clean, separated paper and cardboard are very recyclable. Recyclability decreases when they have been mixed with other materials (such as in commingled recycling bins) or are heavily contaminated with food or other waste. Ideally separation would be at source (the house or business). A requirement to separate recyclable materials from other waste would prevent valuable resources from ultimately producing landfill emissions. If a source separation requirement led to more effective recovery of paper and cardboard, it could also be appropriate to consider a disposal ban for these materials by 2030.

Transfer stations to prioritise recovery alongside new and expanded materials recovery facilities (MRFs)

In addition to source separation, the requirement to separate material streams can apply to transfer stations, where trailers and skip bins of waste are split into material streams to maximise recovery. Instead of dumping waste into an open pit for 'transfer' to a landfill, the station becomes more of a drive-through, with different drop-off zones or bins for different materials.

Mechanical sorting through materials recovery facilities (MRFs) can also process bulk loads of mixed waste from skip/hook bins and tip trucks. Construction and demolition waste in particular could be prioritised for diversion and processing through specialist MRFs.

Separating material at transfer stations and through processing at specialised MRFs is commonplace internationally. It is another investment option that would help reduce the volume of organic (green waste, wood, and cardboard) and inorganic (metals, plastics, glass) resources entering landfills.

Reducing emissions from organic waste in landfills

Gas capture at landfills

The Commission recommends that all landfills accepting organic waste (except farm fills) have effective gas capture systems by 31 December 2026. This implies two scenarios for landfill sites without LFG capture; either:

1. they can no longer receive organic material
2. where appropriate, they must install LFG capture systems to continue to receive organic materials.

Under scenario 1, landfills without LFG capture that are also not suitable for retrofitting an LFG system would no longer be able to receive any organic waste by 31 December 2026. They could instead divert the waste to recycling, composting or, potentially, to bioenergy; or, if these options are not available, to landfills with LFG capture.

Investment in better diversion and resource recovery systems could also generate co-benefits elsewhere in the economy, so this is viewed as preferable. For example, in the case of construction and demolition fills, investment in separating material streams (to remove organic waste such as timber) would also support separation and reuse of inorganic materials (for example, concrete and steel). More recycling of these materials could reduce emissions elsewhere in the economy, by displacing the need to produce and use virgin materials. Organic waste (mostly wood in construction and demolition waste) could be separated on site or at commercial MRFs or waste-sorting centres, such as in Auckland and Marlborough.

Under scenario 2, landfills that do not have LFG capture but are suitable for it would have to install an LFG system.

Our proposed response to this recommendation

All municipal landfills that do not currently have LFG capture could be required to install it by 2026, because of a lower threshold under the National Environmental Standards for Air Quality.

However, simply diverting all other organic waste to landfills with LFG capture commits us to a path of ongoing biogenic methane emissions from landfill disposal in the future. This is sub-optimal from an emissions standpoint because LFG capture, while beneficial at reducing emissions, is not perfect and some methane release is inevitable.⁴⁸ If done too quickly and in the absence of data, a disposal ban also risks perverse outcomes such as illegal disposal and levy avoidance.

Given the data and emissions uncertainty for non-municipal landfills is high, the proposed approach is to improve our data and work towards a future decision on organic material bans in both municipal and non-municipal landfill types by 2030. This could potentially include any of food and green waste, fibre (paper and cardboard) and possibly wood waste for municipal landfills, and all organic materials to landfills without LFG (largely non-municipal landfills). The need for disposal bans and/or alternative policies to achieve similar ambitious levels of abatement would require further work, pending data improvements, and would be subject to future emissions reduction planning (that is, 2025–30) and consultation processes.

⁴⁸ On average, the latest [New Zealand greenhouse gas inventory](#) assumes the lifetime efficiency of LFG capture at 'open' landfills as 68 per cent.

Combined policy impact

Figure 12 shows the projected impact of the total combined policy options on both municipal and non-municipal landfill emissions. Waste emissions by source are stacked, with the black-dotted line showing business-as-usual projections for total methane emissions from waste. The black solid line represents our proposed emissions reduction pathway, with the Commission's path represented by the black-dashed line.

The cumulative policies scenario assumes a broad and high abatement approach to 2035, with organic materials increasingly diverted to resource recovery to 2030 ahead of a potential material disposal ban, should this be shown to be necessary. The model output below is illustrative only and assumes a mix of processing options are employed for different organic feedstocks.⁴⁹ It is noteworthy that the organic waste-processing technology options and feedstock combinations do have different emissions profiles. From 2030 onwards, organic material disposal bans to class 1 for food, green and paper waste are assumed to apply; and *all* organic materials (assumed to be largely wood and green waste) are banned from unmanaged (classes 2–5) landfills. The scenario also includes regulatory measures that require materials separation at source. These projections go to 2050 and are calculated in tonnes of carbon equivalent.

Figure 12: Total projected methane emissions from waste showing the impact of proposed combined waste policy options

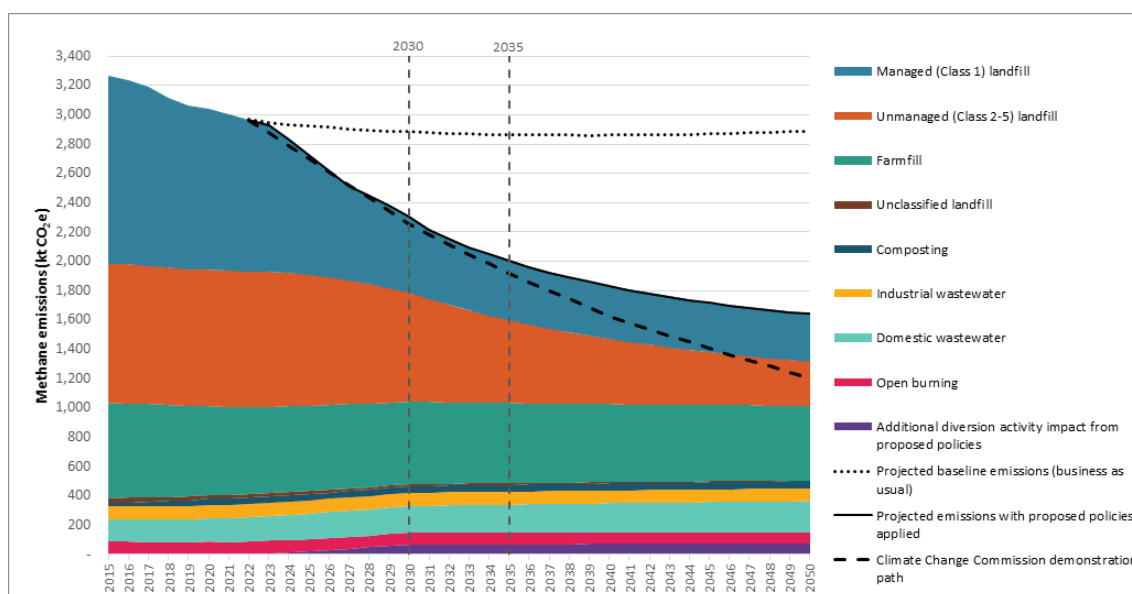


Figure 12 shows that the combined effect of targeting biogenic methane emissions through reduction, diversion and improvements to LFG capture in the first two budget periods (to 2030) puts waste emissions at 96 per cent of the reduction path in 2030. This chart shows all sources of methane emissions from waste. Modelled impacts have varying degrees of uncertainty.

Individual abatement options modelled are presented in the [Appendix](#).

⁴⁹ This model output assumes 40 per cent of diverted food waste to composting (20 per cent windrow and 20 per cent in-vessel composting, or IVC) and 60 per cent to anaerobic digestion; it also assumes 100 per cent of diverted green waste to composting (60 per cent compost and 40 per cent IVC). In reality the preferred processing option will also need to give consideration to the availability of organic feedstocks and markets for the potential process output products.

Co-benefits and future opportunities

A 'highly circular' resource recovery system that captures and processes organic waste could have significant co-benefits for other sectors. For example, where appropriate, farm, forestry and commercial/industrial waste diverted to composting and anaerobic digestion facilities that also process urban waste⁵⁰ would see emissions reductions across many sectors, while leveraging the same infrastructure. For waste sector emissions the quantification and abatement options for wastewater treatment and farm fills require further work, and we welcome feedback on how best to reduce emissions from these activities.

Proposed priority action: Fast-tracking a waste data and licensing system

Reliable data is vital for reducing emissions, and minimising waste. A national licensing system is recommended to meet the Commission's recommendations for improving waste data:

- publishing annual waste statistics from 31 December 2023
- improving data collection across the waste sector
- investing in data collection, to track progress towards a circular economy.

A licensing system would provide a more efficient and robust basis for administering the range of requirements for how sites operate (including the waste disposal levy and potentially the NZ ETS), as well as strengthening the evidence base for organic waste disposal bans and/or the alternative options.

The system would require new legislation (a review of the Waste Minimisation Act 2008 is underway), and would ideally align with local government data collection and reporting mechanisms. Pending improvements to other regulations ([National Environmental Standards for Air Quality](#) and the NZ ETS), it could also be used to capture information on waste composition and landfill gas, leading to improvements in the measurement of site-specific landfill gas capture efficiency, which is another key option for reducing emissions.

Partnership

The emissions reduction plan will be critical in the transformation of our waste sector. The New Zealand Waste Strategy aims to bring together the different drivers in a comprehensive approach towards a circular economy for Aotearoa by 2050. Partnerships and collaboration will be key to achieving our goals. In particular, partnerships between local authorities, industry and community that consider local feedstocks and markets will be key to determining the best approach at a local level. Whatever the method, all parts of society – iwi, hapū and marae, community organisations and groups, academia, households and businesses across the full supply chain – will need to engage in the journey.

Making an equitable transition

Actions and policies to minimise waste have implications at local, regional and national levels. For example, the distributional impacts of a disposal ban could be significant and the costs of the wider transition to a low-waste, low-carbon economy will fall to everyone.

The broad range of policy options for waste emissions reduction will require further specific analysis and consultation. For some aspects, this will begin with the review of the New Zealand

⁵⁰ In practice, waste streams may be mixed or processed separately, pending markets and end use applications.

Waste Strategy and Waste Minimisation Act – also likely to take place in 2021. For others, improved data is needed before we can assess the impacts. Some more specific policies, such as improving kerbside collection performance, will be consulted on in early 2022.

Financial impacts are expected to be manageable in the long run. An increase in disposal costs can be offset by the reducing the amount of waste to be disposed of (through households and businesses reducing and diverting waste). As the resource recovery sector in Aotearoa grows, it will be easier for households and businesses to ‘do the right thing’ with their waste. Managing the transition equitably will be a key part of future engagement.

QUESTIONS

89. The Commission’s recommended emissions reduction target for the waste sector significantly increased in its final advice. Do you support the target to reduce waste biogenic methane emissions by 40 per cent by 2035?
90. Do you support more funding for education and behaviour change initiatives to help households, communities and businesses reduce their organic waste (for example, food, cardboard, timber)?
91. What other policies would support households, communities and businesses to manage the impacts of higher waste disposal costs?
92. Would you support a proposal to ban the disposal of food, green and paper waste at landfills for all households and businesses by 1 January 2030, if there were alternative ways to recycle this waste instead?
93. Would you support a proposal to ban all organic materials going to landfills that are unsuitable for capturing methane gas?
94. Do you support a potential requirement to install landfill gas (LFG) capture systems at landfill sites that are suitable?
95. Would you support a more standardised approach to collection systems for households and businesses, which prioritises separating recyclables such as fibre (paper and cardboard) and food and garden waste?
96. Do you think transfer stations should be required to separate and recycle materials, rather than sending them to landfill?
97. Do you think the proposals outlined in this document should also extend to farm dumps?
98. Do you have any alternative ideas on how we can manage emissions from farm dumps, and waste production on farms?
99. What other options could significantly reduce landfill waste emissions across Aotearoa?

F-gases

Why reducing emissions in this sector matters

Fluorinated gases (F-gases) make up about 2.5 per cent of New Zealand’s total emissions. This is a small proportion, but innovative technology could reduce these emissions promptly; by 2035, we could lower emissions from this sector by around 35 per cent.

F-gases are mainly used as refrigerants for heating and cooling, and are mostly hydrofluorocarbons (HFCs). They are potent greenhouse gases, with global warming potential (GWP) hundreds or thousands of times greater than CO₂. HFC refrigerants contribute a hugely disproportionate amount to global warming – hundreds or thousands of times more than the metric quantities used.

How we plan to reduce emissions from HFCs

What we are doing now

Kigali Amendment to the Montreal Protocol

Aotearoa has already taken a major step to reduce HFCs by ratifying the [Kigali Amendment to the Montreal Protocol](#). This has been signed by 121 countries and requires parties to reduce the import and export of bulk HFCs. When fully implemented, the Kigali Amendment could mitigate up to 0.4°Celsius of warming globally if all countries achieve their goals.

The year 2020 was the first of our phase-down of HFCs under the Kigali Amendment. Our use of imported HFCs (to insert in equipment) will drop by 81 per cent in 2036, from a baseline of the average consumption in 2011–15.

Synthetic Greenhouse Gas Levy

Goods and vehicles containing HFCs or perfluorocarbons (PFCs) are subject to a levy on import or registration. This levy is linked to the price of carbon and is updated annually to reflect NZ ETS costs.

These existing policies are projected to reduce total HFC emissions by 17 per cent from 2019 levels by 2035.

Product stewardship

In July 2020, refrigerants were declared a priority product under the Waste Minimisation Act. A stewardship scheme must be developed and accredited for a priority product, and a regulation may require producers and sellers to join an accredited scheme. Manufacturers, importers, retailers and users would have to take responsibility for the emissions from refrigerants. The scheme is being co-designed by industry and the Government. The Ministry for the Environment will consult on the scheme regulations in early 2022.

The Synthetic Refrigerant Stewardship Working Group led the co-design of the product stewardship scheme for refrigerants. [Read their report and recommendations.](#)

Cumulatively, these policies are projected to reduce emissions by 23 per cent by 2035.

Potential measures

The heating and cooling sector is already making the transition to more environmentally friendly refrigerants. The Government is considering additional policies to support good industry practice. These proposals are projected to reduce emissions from F-gases a further 4 per cent below 2019 levels by 2035, bringing total estimated reductions to 35 per cent.

Planning for combined emissions reductions from heating and cooling

We are examining the role of refrigerants like HFCs in low-emissions heating and cooling. The transition to more sustainable heating and cooling is already happening; for example, buildings can be designed to require little or no air conditioning. And while nearly all domestic fridges in Aotearoa use refrigerants with very low GWP, technical constraints in sectors like transport refrigeration make this transition more difficult.

The Government could fast track progress through a cross-sector reduction of HFC refrigerants in heating and cooling systems. We could also speed up climate and social benefits by combining emissions reductions from refrigerants with other improvements to energy efficiency and building design.

We need to ensure that alternatives do not compromise the effectiveness of cold chains, New Zealanders do not face additional heating and cooling challenges, and health and safety standards are maintained.

Extending the phase down of HFCs

Extending the import phase down to include HFCs in finished products like heat pumps, air conditioning units, and refrigerators, as well as recycled HFCs, could bring all uses of HFCs under the same regulatory approach. When we sought feedback on the Kigali Amendment in 2018, some submitters said we should phase down the import of equipment containing HFCs, alongside the timetable for reductions in bulk HFCs required by the Kigali Amendment.

Regulating high-global warming refrigerants where alternatives are available

The Government is investigating phasing out finished products if they contain refrigerants with a high GWP, by certain dates. Aotearoa would not accept these refrigerants into the market if there were alternatives available. Doing this would limit the risk of dumping and ensure all businesses move as quickly as possible to more environmentally friendly alternatives. Applying restrictions on the type of refrigerants used for manufacturing in Aotearoa and servicing existing equipment could also help speed up the transition to alternatives. This transition could be achieved without negatively impacting the efficiency of heating and cooling appliances used by New Zealanders.

Global warming potential (GWP)

Refrigerants are classified by their global warming potential (GWP). This is a measure of a gas's ability to trap heat in the atmosphere, compared to carbon dioxide (CO₂). For example, if leaked to the atmosphere, a refrigerant with a GWP of 750 would have a warming impact 750 times that of CO₂.

We are considering dates by which it could be technically possible to restrict the sale and use of high-GWP refrigerants. This is an opportunity to gather data about the feasibility of transitioning to lower GWP refrigerants that will inform the development of policy. Consultation on these and other options will occur in due course.

This phase out proposal is based on two criteria – the accessibility and availability of alternative refrigerants.

- availability: products with lower GWP refrigerants and higher efficiency that are available for import

- accessibility: factors that could influence access to alternatives, including affordability, supply chains, regulations and servicing.

The criteria are based on research and modelling by the Montreal Protocol Technology and Economic Assessment Panel.

Table 8 outlines the dates by which we could restrict the:

- import or sale of products containing HFCs
- construction and installation of new systems using HFCs
- type of refrigerants that could be used in systems already in Aotearoa.

The possible transition times are *based on application* and show assumptions about available technology. Restrictions on refrigerants used to service existing systems may be better considered on a *by-refrigerant basis*.

The limits are based on the GWP of commonly used refrigerants, and their replacements.

Table 8: Draft schedule for phase out of goods and systems containing high GWP refrigerants

| Application | Phase out limit and date: new goods and systems | | Phase out limit and date: for servicing | |
|--|---|--|--|---|
| | GWP limit <750 | GWP limit <150 | GWP limit <750 | GWP limit <150 |
| Residential refrigerators and dehumidifiers | 2022 Low charge (less than 150g) means many are already using isobutane (GWP <1) or propane (GWP <1). | 2022 | 2023 R450A ⁵¹ (GWP 600) or R513A (GWP 32) are likely drop-ins (assume available by 2022). | 2028 Uncertain whether R600a could be a safe drop-in; 5-year delay to GWP <150 (after which appliances may become unserviceable). |
| Residential air conditioning, heat pumps and air conditioners | 2022 New systems rapidly moving to R32 (GWP 675). | 2026 One year after the EU's planned prohibition. | 2023 R466A (GWP 763) or similar are possible drop-ins. | 2032 A GWP <150 drop-in for service is unlikely; this date signals likely replacement. |
| Residential water-heating heat pumps | 2023 Lead time for locally made systems. HFCs, CO ₂ , R513A (629)/R450A (GWP 600) or R32 (GWP 675) should be viable. | 2025 May need system development to reach this target. | 2023 R513A (GWP 629)/R450A (GWP 600) are likely drop-ins. | 2032 A GWP <150 drop-in for service is unlikely; this date signals likely replacement. |
| Vehicle air conditioning excluding trains and buses | 2023 (new) 2028 (used) Most vehicles are imported; schedules depend on manufacturers. | 2023 (new) 2028 (used) | 2023 R513A (GWP 629)/R450A (GWP 600)/R446A (GWP 459) are likely drop-ins. | 2032 A GWP <150 drop-in for service is unlikely; this date signals likely replacement. |

⁵¹ Refrigerant types are categorised using 'R' numbers designated by the American Society of Heating, Refrigerating, and Air-Conditioning Engineers. In this table, the GWP of different refrigerants are included for reference.

| Application | Phase out limit and date: new goods and systems | | Phase out limit and date: for servicing | |
|---|--|--|--|---|
| | GWP limit <750 | GWP limit <150 | GWP limit <750 | GWP limit <150 |
| Passenger vehicle air conditioning, eg, trains and buses | 2023 (new) | 2032 | 2023 | 2032 |
| | Flammability and efficiency are significant constraints. | | R513A (GWP 629)/R450A (GWP 600) are likely drop-ins. | A GWP <150 drop-in for service is unlikely; this date signals likely replacement. |
| Commercial air conditioning, eg, office buildings and retail including VRF systems | 2024 | 2029 | 2023 | 2032 |
| | Japan shifted to GWP <750 in 2020; readily available options expected soon. | Five-year lead time for GWP <150 as options are uncertain. | R513A (GWP 629)/R450A (GWP 600) are likely drop-ins. | A GWP <150 drop-in for service is unlikely; this date signals likely replacement. |
| Commercial refrigeration – food retail, eg, supermarkets and self-contained cabinets | 2023 | 2023 | 2023 | 2032 |
| | Self-contained cabinets can shift to isobutane (GWP <1) and propane (GWP <1) relatively quickly. Larger supermarkets can use CO ₂ . | | R513A (GWP 629)/R450A (GWP 600) or similar are likely drop-ins. | A GWP <150 drop-in for service is unlikely; this date signals likely replacement. |
| | GWP limit <1500 | GWP limit <750 | GWP limit <1500 | GWP limit <750 |
| Commercial refrigeration with <40kW rated capacity excluding food retail and applications below -50°C, eg, food service, restaurants, walk-in cold rooms, milk vats | 2023 | 2028 | 2023 | 2032 |
| | Limited non-flammable and efficient options. | | R513A (GWP 629)/R450A (GWP 600) and R407H (GWP 1495) or similar are likely drop-ins. | A non-flammable GWP <750 drop-in for service is unlikely; this date signals likely replacement. |
| Transport refrigeration, eg, refrigerated trucks, shipping containers, fishing boats and reefer vessels | 2028 | 2032 | 2023 | 2032 |
| | Charge size makes non-flammable refrigerants hard to use. | | R513A (GWP 629)/R450A (GWP 600) and R407H (GWP 1495) or similar are likely drop-ins. | A non-flammable GWP <750 drop-in for service is unlikely; this date signals likely replacement. |
| | GWP limit <2500 | GWP limit <150 | GWP limit <2500 | GWP limit <750 |
| Industrial refrigeration, eg, stationary refrigerant systems with rated capacity >40kW excluding applications below -50°C | 2023 | 2028 | 2023 | 2032 |
| | Most very large systems expected to use ammonia (GWP 0). Secondary systems allow safe use of a variety of refrigerants. | Allows time for medium-sized systems to change, to use lower GWP refrigerants. | | |

QUESTIONS

100. Do you think it would be possible to phase down the bulk import of hydrofluorocarbons (HFCs) more quickly than under the existing Kigali Amendment timetable, or not?
101. One proposal is to extend the import phase down to finished products containing high-global warming potential HFCs. What impact would this have on you or your business?
102. What are your views on restricting the import or sale of finished products that contain high-global warming potential HFCs, where alternatives are available?

QUESTIONS

103. What are your views on utilising lower global warming potential refrigerants in servicing existing equipment?
104. Do you have any thoughts on alternatives to HFC refrigerants Aotearoa should utilise (eg, hydrofluoroolefins or natural refrigerants)?
105. Can you suggest ways to reduce refrigerant emissions, in combination with other aspects of heating and cooling design, such as energy efficiency and building design?

Forestry

Why forests matter to our climate change response

Aotearoa has a comparative advantage in the role forestry can play in our climate change response. We have a significant amount of land suitable for plantation forests, and suitable conditions for a number of rapidly growing plantation species that sequester carbon fast.

Our forests will play a critical role in meeting our targets, while growing a productive source of renewable materials that can provide substitutes for emissions-intensive materials and fossil fuels and support regional economies.

There are some key strategic considerations in thinking about the role of forestry:

- At current projected NZ ETS prices, it is likely forestry will over-deliver on the sequestration needed to meet our targets. In the medium term, it could be a low-cost buffer if other sectors of the economy under-deliver. Alternatively, this additional sequestration could be used to increase the ambition of our future international targets.
- If future forestry units push down the carbon price, this could also potentially delay gross emissions reductions.
- In the short term, in some rural communities forestry may displace other forms of land use and change the pattern and skill requirements of employment.

Sequestration

Sequestration from exotic forests is a low-cost way to meet our 2050 net zero target, which can be delivered at scale.

There is also potential to extend our native forests to deliver a slower growing, long-term carbon sink that provides many other environmental benefits.

We must balance the role of forest sequestration with gross emissions reductions from other sectors to ensure a cost-effective, equitable and timely transition.

Based on current policy settings, we estimate that between 806,000 and 1,370,000 hectares of new forest (native and exotic) could be planted between 2020 and 2050.⁵²

⁵² The range reflects different carbon price paths, based on the 'price floor' and the cost containment reserve trigger under current NZ ETS settings. While these projections use the results of the Afforestation and Deforestation Intentions Report 2021, significant uncertainty remains when predicting land-use intention and future actions of land owners. See [Afforestation and Deforestation Intentions Survey 2020](#).

Based on these projections, forestry⁵³ will make an important contribution to emissions budgets from 2022 to 2035 (table 9) through sequestration. The level of sequestration from forests in the Commission's demonstration pathway falls within the range projected for each budget period. The Government estimates that in 2050, forestry could sequester between 18 and 32 million tonnes of CO₂e.

Table 9: Projected net carbon removals from forestry: current projections and the Commission's demonstration pathway (Mt CO₂e)

| Net carbon removals from forestry for first three budget periods | | 2022–25 | 2026–30 | 2031–35 |
|--|-----------|---------|---------|---------|
| 2021 Government projections | Lower | 21 | 44 | 57 |
| | Mid-range | 24 | 50 | 71 |
| | Upper | 27 | 56 | 86 |
| The Commission's demonstration pathway | | 26 | 50 | 69 |

Note: Projections are by their nature uncertain. Although scenario modelling allows for this, these scenarios are based on our best estimates of land owners' behaviour and does not consider future policy direction. They are an estimate only. Upper range assumes carbon prices around \$50, average afforestation rates around 44,000 hectares per year 2020–50, and low deforestation rates. The mid-range assumes carbon prices around \$35, average afforestation rates around 35,000 hectares per year 2020–50, and deforestation rates declining to around 750 hectares per year by 2050. Lower range assumes carbon prices around \$20, average afforestation rates around 24,000 hectares per year 2020–50, and higher deforestation rates.

Other opportunities

Effective use of production forests as a renewable resource could support our transition.

Residues from harvest and wood processing are our largest source of renewable biomass, accounting for between 60 and 70 per cent of all residual and waste biomass resources. This resource will play an important role in the transition by providing low-emissions substitutes for emissions-intensive materials and fossil fuels. For example, research completed last year estimated there are sufficient wood residues generated through the harvest of existing production forests to replace 70 per cent of domestic aviation fuel consumption, or 30 per cent of all diesel consumption, with biofuels made from wood biomass (see [Moving Aotearoa to a circular economy](#)).

The Climate Change Commission's pathway: challenges and opportunities

The Commission proposes a significant shift in the level and type of afforestation compared to current projections. The most recent projections⁵⁴ suggest that between 450,000 and 710,000 hectares of new forest could be established between 2020 and 2035, with around 9 per cent native forest.

The Commission's pathway has around 710,000 hectares of new forest over the same period, with around 43 per cent (over 300,000 hectares) of that native. Rates of native afforestation reach 25,000 hectares in 2031 and continue at that rate out to 2050.

To put this in perspective, Te Uru Rākau New Zealand Forest Service estimates that up to 2.7 million hectares of low-productivity pastoral land may be suitable for new afforestation.

⁵³ Forestry's contribution to emissions budgets and net zero includes sequestration from post-1989 forests up until their long-term average carbon stock, and emissions from pre-1990 and post-1989 forest deforestation activities.

⁵⁴ The projections were updated after the [Afforestation Deforestation Intentions Survey](#).

This includes about 1.5 million hectares that could be suitable for planting production forestry, and 1.2 million hectares for new permanent forest, due to steep, erosion-prone land.

We are carefully considering how to encourage greater afforestation with native trees, particularly on land where there are few alternative uses due to economic and environmental limitations. Afforestation, including regeneration, will mainly be on private land (including Māori land), and we need to understand the support and incentives that could encourage land owners and others to undertake afforestation.

The sequestration pathway for forestry and the appropriate mix of forests must take into account uncertainty in afforestation rates and how policy uncertainty and change may lead to under- or over-delivery of forest sequestration.

How we plan for forests to meet our targets

What we are doing now

Grants and incentives

Current and historical grants and incentives have driven, and in some cases continue to drive, afforestation in Aotearoa. These schemes include the One Billion Trees Fund, Crown Forestry Joint Ventures, Permanent Forest Sink Initiative, Afforestation Grant Scheme, Hill Country Erosion Programme, and the Erosion Control Funding Programme.

Many of these forests will sequester carbon that counts towards our targets for decades to come (though grant-funded forests may not all be eligible to enter the NZ ETS⁵⁵).

We estimate that forests planted as a result of these grants could sequester around 46 million tonnes CO₂e between 2022 and 2035.

New Zealand Emissions Trading Scheme

The NZ ETS is an important driver of afforestation, alongside log prices and the availability of affordable land.

Owners of eligible forests established after 1989 can register their forests in the NZ ETS and earn New Zealand Units (NZUs) for the carbon they sequester. They can choose to keep these NZUs or sell them.

Pre-1990 exotic forests face an NZ ETS deforestation liability (with some exceptions⁵⁶) if the land is converted to a new use, such as farming. Post-1989 forests registered in the scheme are estimated to sequester around 91 million tonnes of CO₂e from 2022 to 2035.⁵⁷

Afforestation rates are expected to continue to increase as the carbon price increases. The NZ ETS reforms have made it easier to participate in the scheme. This includes averaging

⁵⁵ Both the Afforestation Grant Scheme (for all species) and the One Billion Trees Fund (for *Pinus radiata*) have stand-down periods where grant-funded forests cannot be registered in the NZ ETS. These were put into place to ensure the Crown was not 'paying' the forester twice: once with the grant and once with NZUs. The length of the stand-down ensures the value of the forgone NZ ETS NZUs was equal to the grant rate when the grant was issued.

⁵⁶ [When deforestation obligations don't apply](#), MPI.

⁵⁷ Under our international Kyoto Protocol and 2030 Paris Agreement, Aotearoa is liable for all forest deforestation.

accounting (which provides more certainty on the returns from rotation forestry), and a new category for permanent forestry (incorporating the Permanent Forest Sink Initiative). Regulations to implement these decisions are in development, and are expected to come into force from 1 January 2023 (see [Emissions Pricing](#)).

Working with Māori on forestry opportunities

Māori have an interest across the whole forestry system, and are well positioned to contribute to and lead developments in forestry, both for exotic and native species.

Māori own \$4.3 billion of forestry assets and more than 30 per cent of land under plantation, and large areas of native forest. A high proportion of Māori freehold land is pre-1990 forest.

Forestry is a significant employer, with around 2200 Māori working in the sector.⁵⁸ About 80 per cent of Māori-owned land is less versatile,⁵⁹ and if not already forested, is often suitable for forest cover.

We will work in close partnership with Māori to develop and implement forestry policies. We propose working with Māori groups, including forestry experts, over the remainder of 2021 to identify priorities and develop a Māori engagement strategy. This will guide how we work with Māori to develop policy from 2022.

Forestry and Wood Processing Industry Transformation Plan (ITP)

There is potential to reduce emissions by replacing emissions-intensive materials and fossil fuels with domestically manufactured wood products and wood-derived bioenergy, such as biofuels. Long-lived wood products such as engineered wood products could also be a substitute for emissions-intensive materials such as concrete and steel, and store carbon for many decades.

The Forestry and Wood Processing ITP will identify interventions to:

- increase onshore processing
- lift productivity
- scale up internationally competitive wood-processing clusters
- create a roadmap for transforming the sector.

It will develop a clear role for the Government in transforming the forestry sector, and set out a framework of policies for implementation.

The ITP will consider options for how forests can provide a more consistent supply of wood fibre, to attract investment in the production of low-emissions wood products and biofuels.

A draft of the ITP will be released for public consultation by early 2022.

⁵⁸ Business and Economic Research Limited (BERL) and the Reserve Bank of New Zealand. 2020. [Te Ōhanga Māori 2018 – The Māori Economy 2018](#).

⁵⁹ Statistics New Zealand, [Land fragmentation](#).

A new planning and advisory service

The Government is setting up a new planning and advisory service within Te Uru Rākau New Zealand Forest Service. It will support the priorities for forests and forest products that emerge from the emissions reduction plan.

Potential policies

Decisions on sequestration will shape our path to net zero

The amount of sequestration required to meet our climate change targets will depend on how quickly we reduce gross emissions from all other sectors. To determine the optimal sequestration pathway, we will seek to balance the benefits of forestry against the risk that relying on sequestration might discourage the timely reduction of emissions.

Forestry is a long-term investment, and forest owners and managers need certainty to achieve the level of afforestation needed to meet our targets.

The [Emissions pricing](#) section of this document sets out the work proposed to consider the role of forestry in the NZ ETS over the longer term. That section seeks your feedback on whether NZ ETS-driven afforestation risks delaying gross emissions reductions in other sectors and tests the options presented by the Commission for feedback. It also sets out consultation questions on this topic.

If the Government decides that there is a need to manage the role of forestry removals in the NZ ETS, then this will shape the approach to further work set out below.

Establishing a long-term carbon sink

A variety of native and exotic species can form a permanent forest cover that delivers long-term sequestration, to offset hard-to-abate gases and sectors.

Native forests

New and regenerating native forests typically sequester carbon at a slower rate than exotic species. However, they provide other benefits such as native biodiversity, erosion control, freshwater quality, and social and cultural value. Current rates of native forest regeneration and establishment are low. The costs of establishing and maintaining native forests, particularly on marginal land, are high⁶⁰ and there are limited commercial returns.

We will investigate how to overcome barriers to planting and regenerating native forest. This will include working with the native nursery sector, and looking at the optimal mix of investment, direct regulation and price. We will decide on shorter term options regarding financial support by the end of 2021.

⁶⁰ The cost of establishing one hectare of native forest depends on the purpose and type of forest. Initial stocking rates can vary from 750 stems per hectare to 5000+. A native forest established through regeneration or planting may cost from around \$1500 to \$50,000 per hectare, the lower end based on pure mānuka planting rather than mixed native. Species selection, plant size, site preparation, fencing, supplementary planting and maintenance (including pest and weed control) can have significant impact on the costs of a successful forest (native and exotic). In comparison, planting radiata pine may cost from around \$1500 to \$2500 per hectare. Regional variation, including topography and access, can also have a significant impact.

By the end of 2023 we will deliver a broader package of changes to bring down the cost of planting native forests, improve economic return, address supply chain barriers, develop sustainable models to incentivise afforestation and improve planting success.

Exotic forests

Exotic forests that provide permanent canopy cover can offer rapid, long-term sequestration and wider benefits, such as erosion control. Some land owners, including some Māori land owners, consider permanent or long-rotation exotics the most viable option for remote and marginal land. There are already examples of this, such as the long-lived redwood species.

Increasingly, non-harvest permanent pine is being planted mainly for carbon. We are aware that some communities are concerned about the potential impacts of large-scale permanent exotic forests on local economies and jobs, particularly if the land is suitable for other uses.

We will investigate the role of different types of permanent exotic forests, and whether and how the Government can influence the type, location or scale of these forests, with the aim of making decisions by the end of 2022. This will include options to ensure exotic plantation forests transitioning to native forests are managed in line with that intent.

Enabling and managing afforestation to achieve wider benefits and avoid adverse effects

We will look at whether there are opportunities to help deliver the Government's objectives for forestry through the current reform of the RMA. Existing national direction under the RMA, including the National Environmental Standards for Plantation Forestry (NES-PF), will be moved into the proposed National Planning Framework.⁶¹ Where forests are not covered by the NES-PF, councils can make their own rules under the RMA. The RMA reform is an opportunity to consider how the potential risks and environmental effects may be managed, and whether national regulation is appropriate.

There may be opportunities for the regulatory system to support afforestation and sector development within the broader array of rural land uses and priorities.

We will consider other options outside the RMA to influence afforestation and forest management decisions, for example, targeting investment to marginal land, amending NZ ETS eligibility settings, and the new planning and advisory service.

We will investigate options to improve the resource management system, and to manage any environmental effects of forests, with the aim of making these decisions by the end of 2022.

Managing existing forests

There are 7.7 million hectares of native forest, and around 1.4 million hectares of pre-1990 planted exotic forest.

Of the native forest, there was an estimated 750 hectares (less than 0.01 per cent) of pre-1990 native deforestation in 2019 – 401 hectares was regenerating and 349 hectares tall forest.⁶²

⁶¹ Plantation forests are deliberately established for commercial purposes, being at least one hectare of continuous cover of species that have been planted and have or will be harvested or replanted; NES-PF, regulation 3.

⁶² Ministry for the Environment. 2021. *New Zealand's greenhouse gas inventory 1990–2019*. Wellington: Ministry for the Environment.

Aotearoa can claim both additional carbon storage that results from changes in how these forests are managed (if robust methods can be developed for estimating these) and avoided emissions in our pre-1990 forests towards our targets.

The main opportunity to improve climate outcomes from existing forests is through large-scale pest management.

We will also need to consider the balance between public and private investment. Rewarding landowners for extra sequestration in existing pre-1990 forest will be complex because of the challenges in measuring this. Work on these issues must align with and complement the work of the He Waka Eke Noa partnership and support the implementation of the Biodiversity Strategy.⁶³

We intend to have a longer term work programme agreed by the end of 2021, building the evidence base for interventions to maintain and enhance sequestration and/or avoid carbon loss in existing forests.

Making an equitable transition

Afforestation is likely to be concentrated in areas of marginal, low-cost hill country, which often faces long-term demographic challenges. The purpose, scale and rate of afforestation will have different impacts at a local level (for example, whole-farm conversion vs forestry integrated on farms; production vs permanent forest).

More domestic processing of wood and better use of wood residues onshore is likely to increase benefits for communities, including more jobs.

A recent report by PwC has calculated that every 1,000 hectares of production forestry on average (per year) over its production cycle (25 to 30 years) contributes \$1.7 million directly to the Aotearoa economy, and 11 direct full-time equivalent jobs (FTEs). When the indirect and induced contributions are added, the whole of the supply chain contributes \$4.6 million and 38 FTEs per year on average. This compares with a direct contribution of \$0.7 million and seven full-time equivalent jobs from sheep and beef farming. With indirect and induced contributions added, the whole of the sheep and beef supply chain adds up to \$1.7 million and 17 FTEs. However, some caution needs to be taken in generalising from the results in the PwC report, as the figures are national averages and do not reflect the specific local impacts from any particular 1,000 hectares.

Afforestation can be concentrated on marginal land with high biodiversity value, and can affect native ecosystems.⁶⁴ Trees can be profitably integrated into hill-country farms to support a range of objectives including economic diversification, erosion control and native biodiversity.

Māori land owners often face constraints to developing land (for example, land is remote, ownership is complex, capital constraints), and policies such as grants, information and advisory services have often been poorly targeted to their specific needs. Policies such as the NZ ETS liabilities for the deforestation of pre-1990 exotic forest have limited land-use flexibility, particularly on land returned through Te Tiriti o Waitangi (Treaty of Waitangi) settlements. To ensure an equitable transition, we must design new models for sustainable land use that support people and are developed in partnership with Māori.

⁶³ [Objective 13 of the Aotearoa NZ Biodiversity Strategy 2020](#) relates to nature-based solutions to climate change.

⁶⁴ The Government is developing or proposing a [National Policy Statement for Indigenous Biodiversity](#).

QUESTIONS

106. Do you think we should look to forestry to provide a buffer in case other sectors of the economy under-deliver reductions, or to increase the ambition of our future international commitments?
107. What do you think the Government could do to support new employment and enable employment transitions in rural communities affected by land-use change into forestry?
108. What's needed to make it more economically viable to establish and maintain native forest through planting or regeneration on private land?
109. What kinds of forests and forestry systems, for example long-rotation alternative exotic species, continuous canopy harvest, exotic to native transition, should the Government encourage and why?
 - a. Do you think limits are needed, for example, on different permanent exotic forest systems, and their location or management? Why or why not?
 - b. What policies are needed to seize the opportunities associated with forestry while managing any negative impacts?
110. If we used more wood and wood residues from our forests to replace high-emitting products and energy sources, would you support more afforestation? Why or why not?
111. What role do you think should be played by:
 - a. central and local governments in influencing the location and scale of afforestation through policies such as the resource management system, ETS and investment
 - b. the private sector in influencing the location and scale of afforestation?

Please provide reasons for your answer.

112. Pests are a risk to carbon sequestration and storage in new, regenerating and existing forest. How could the Government support pest control/management?
113. From an iwi/Māori perspective, which issues and potential policies are a priority and why, and is anything critical missing?
114. Are there any other views you wish to share in relation to forestry?

How to have your say

The Government welcomes your feedback on this discussion document. The questions posed throughout this document can also be found on the Ministry for the Environment's website. They are a guide only; all comments are welcome. You do not have to answer all the questions.

To ensure your point of view is clearly understood, you should explain your rationale and provide supporting evidence where appropriate.

Timeframes

This consultation starts on 13 October 2021 and ends on 24 November 2021.

When the consultation period has ended, officials will analyse submissions and provide advice to the Government on the strategies and policies to be included in the emissions reduction plan.

How to provide feedback

There are two ways you can make a submission:

- via Citizen Space, our consultation hub, at <https://consult.environment.govt.nz/climate/emissions-reduction-plan>
- write your own submission.

If you want to provide your own written submission you can provide this as an uploaded file in Citizen Space.

We request that you don't email or post submissions, as this makes analysis more difficult. However, if you need to, please send written submissions to *Emissions reduction plan consultation, Ministry for the Environment, PO Box 10362, Wellington 6143* and include:

- your name or organisation
- your postal address
- your telephone number
- your email address.

If you are emailing your feedback, send it to climateconsultation2021@mfe.govt.nz as a:

- PDF, or
- Microsoft Word document (2003 or later version).

Submissions close at 11.59pm, 24 November 2021.

More information

Please direct any queries to:

Email: climateconsultation2021@mfe.govt.nz

Postal: Emissions reduction plan consultation, Ministry for the Environment, PO Box 10362, Wellington 6143

Publishing and releasing submissions

All or part of any written submission (including names of submitters), may be published on the Ministry for the Environment's website, environment.govt.nz. Unless you clearly specify otherwise in your submission, the Ministry will consider that you have consented to website posting of both your submission and your name.

Contents of submissions may be released to the public under the Official Information Act 1982 following requests to the Ministry for the Environment (including via email). Please advise if you have any objection to the release of any information contained in a submission and, in particular, which part(s) you consider should be withheld, together with the reason(s) for withholding the information. We will take into account all such objections when responding to requests for copies of, and information on, submissions to this document under the Official Information Act.

The Privacy Act 2020 applies certain principles about the collection, use and disclosure of information about individuals by various agencies, including the Ministry for the Environment. It governs access by individuals to information about themselves held by agencies. Any personal information you supply to the Ministry in the course of making a submission will be used by agencies working on the emissions reduction plan (the Ministry for the Environment; Ministry of Foreign Affairs and Trade; Ministry of Business, Innovation, and Employment; Ministry of Transport; Ministry of Primary Industries; Ministry of Housing and Urban Development; Ministry of Social Development; Department of Prime Minister and Cabinet; Te Puni Kōkiri; Treasury; Te Arawhiti; Te Waihanga; Public Service Commission; Waka Kotahi; Energy Efficiency & Conservation Authority) only in relation to developing the emissions reduction plan, including assessing policies within the plan. Please clearly indicate in your submission if you do not wish your name to be included in any summary of submissions that the Ministry for the Environment may publish.

Appendix: Waste emission policy options and supporting technical information

Table 10: Waste policies abatement scenarios for each budget period

| Policy/programme | First budget 2022–25 (kt CO ₂ e) | Second budget 2026–30 (kt CO ₂ e) | Third budget 2031–35 (kt CO ₂ e) | All budgets 2022–50 (kt CO ₂ e) |
|---|---|--|---|--|
| Food waste kerbside collection | | | | |
| Low – kerbside collection in major urban areas (pop > 100,000) | -16 | -147 | -231 | -1,183 |
| Medium – kerbside collection in major and large urban areas (pop > 30,000) | -24 | -218 | -344 | -1,757 |
| High – kerbside collection in major, large and medium urban areas (pop > 10,000) | -25 | -235 | -371 | -1,895 |
| Garden waste kerbside collection | | | | |
| Low – kerbside collection in major urban areas (pop > 100,000) | +6 | +10 | -19 | -206 |
| Medium – kerbside collection in major and large urban areas (pop > 30,000) | +10 | +16 | -31 | -332 |
| High – kerbside collection in major, large and medium urban areas (pop > 10,000) | +11 | +18 | -34 | -362 |
| Limits and ban on food and garden waste to managed landfill | | | | |
| Low – ban on food and garden waste by 2040 | -16 | -224 | -542 | -4,445 |
| Medium – ban on food and garden waste by 2035 | -12 | -350 | -832 | -5,317 |
| High – ban on food and garden waste by 2030 | -18 | -438 | -1,050 | -5,754 |
| Limits and ban on other organic waste (non-food and garden) to managed landfill | | | | |
| Low – ban on other organic waste by 2040 | -8 | -86 | -240 | -2,370 |
| Medium – ban on other organic waste by 2035 | -9 | -130 | -367 | -2,927 |
| High – ban on other organic waste by 2030 | -13 | -166 | -458 | -3,218 |
| Reduction of paper waste to managed landfill due to commercial recycling initiatives | | | | |
| Low – 15% reduction of paper waste | -2 | -23 | -64 | -466 |
| Medium – 30% reduction of paper waste | -4 | -47 | -127 | -932 |
| High – 50% reduction of paper waste | -7 | -78 | -212 | -1,553 |
| Reduction of wood waste to managed landfill due to construction changes | | | | |
| Low – 5% reduction of wood waste | -1 | -6 | -17 | -125 |
| Medium – 10% reduction of wood waste | -1 | -12 | -34 | -250 |
| High – 20% reduction of wood waste | -2 | -25 | -68 | -499 |

| Policy/programme | First budget 2022–25 (kt CO ₂ e) | Second budget 2026–30 (kt CO ₂ e) | Third budget 2031–35 (kt CO ₂ e) | All budgets 2022–50 (kt CO ₂ e) |
|---|---|--|---|--|
| Reduction of food and garden waste due to education campaign | | | | |
| Low – small-scale campaign | -5 | -29 | -37 | -200 |
| Medium – medium-scale campaign | -7 | -38 | -49 | -267 |
| High – large-scale campaign | -9 | -48 | -61 | -334 |
| Expansion of landfill gas (LFG) capture to managed landfills without LFG capture systems | | | | |
| Low – expansion to largest landfill (without existing system) | -64 | -332 | -260 | -1,123 |
| Medium – expansion to two largest landfills | -93 | -483 | -379 | -1,637 |
| High – expansion to all managed landfills except small (<500 tonnes annual waste) | -163 | -846 | -663 | -2,866 |
| Existing LFG capture system efficiency improvement | | | | |
| Low – efficiency improvement by 1% (absolute) | -20 | -76 | -119 | -626 |
| Medium – efficiency improvement by 2.5% (absolute) | -49 | -190 | -298 | -1,564 |
| High – efficiency improvement by 5% (absolute) | -99 | -380 | -596 | -3,128 |
| Limits and ban on organic waste to unmanaged landfill* | | | | |
| Low – ban on organic waste by 2040 | -28 | -272 | -738 | -6,957 |
| Medium – ban on organic waste by 2035 | -30 | -411 | -1,127 | -8,661 |
| High – ban on organic waste by 2030 | -42 | -525 | -1,406 | -9,570 |
| Total reduction | | | | |
| Low | -138 | -982 | -1,874 | -15,313 |
| Medium | -197 | -1,522 | -2,887 | -19,436 |
| High | -335 | -2,235 | -3,870 | -23,006 |
| Emissions without these policies | 12,858 | 15,855 | 15,741 | 91,721 |
| Emissions with these policies | | | | |
| Low | 12,720 | 14,873 | 13,867 | 76,408 |
| Medium | 12,661 | 14,333 | 12,854 | 72,285 |
| High | 12,523 | 13,620 | 11,871 | 68,715 |
| Emissions budget (Commission's path) | 12,402 | 13,516 | 11,598 | 64,135 |

Note: negative values indicate emissions reductions; positive values indicate increased emissions

Glossary

| Term | Definition |
|--|--|
| 2050 target | Net zero emissions of all greenhouse gases (except biogenic methane) and biogenic methane emissions reductions of 24–47 per cent below 2017 levels. |
| Abatement | Efforts to reduce or remove emissions. |
| Active travel | Walking, cycling and other non-motorised forms of travel. |
| Adaptation | Efforts to respond to a changing climate. |
| Anaerobic digestion | The process of breaking down organic material in the absence of oxygen; used to manage waste or to produce fuels. |
| Bioenergy | Renewable energy produced by living organisms. |
| Biofuel | Fuel produced from plant or animal waste. |
| Biogenic methane | Biogenic methane is made in different ways by natural processes involving plants and animals. As a greenhouse gas, methane is 25 times more potent than CO ₂ and dominates emissions from waste and agriculture. Human activities create additional methane emissions that otherwise would not have occurred naturally (such as through decomposition of organic waste in landfills). Biogenic methane emissions from agriculture and waste make up 41 per cent of our gross emissions (agriculture 91 per cent, waste 9 per cent). |
| Carbon sequestration/sink | Any reservoir, natural or otherwise, that absorbs more carbon than it releases, thereby lowering the concentration of CO ₂ in the atmosphere. Examples include vegetation, forests, peatland and the ocean. |
| CCRA | Climate Change Response Act 2002. |
| Circular economy | An economic system based on designing out waste and pollution, reusing products and materials, and regenerating natural systems. |
| Cleantech | Clean technology – refers to a wide range of environmentally friendly practices and technology. |
| Climate Change Commission (the Commission) | A Crown entity that gives independent, evidence-based advice to the Government, to help Aotearoa move to a climate-resilient, low-emissions future. |
| Climate Change Response (Zero Carbon) Amendment Act | This Act sets a framework for emissions targets: reduce net emissions of all greenhouse gases (except biogenic methane) to zero by 2050; and reduce emissions of biogenic methane to 24–47 per cent below 2017 levels by 2050, including to 10 per cent below 2017 levels by 2030. |
| CO₂ | Carbon dioxide. |
| CO_{2e} | Carbon dioxide equivalent. Used to describe and compare different types of greenhouse gases, by comparing their warming potential to that of CO ₂ . |
| Cost containment reserve (CCR) | The CCR is a reserve volume of units available to be released to the NZ ETS market if the CCR trigger price is hit at auction. |
| Decarbonise | Reduce CO ₂ emissions through the use of low-carbon power sources. |

| Term | Definition |
|---------------------------------------|--|
| Distributional impacts | The effects of environmental policies (for example, higher transport or energy costs) across households, iwi/Māori, businesses, communities and regions. Some groups may pay more, or receive fewer benefits from the policies. |
| Embodied emissions | For construction materials or products, this is the amount of carbon emissions released throughout their supply chains. This includes raw material extraction and transportation, manufacturing processes, construction site activities and material losses, repair, maintenance and replacement, as well as the end-of-life processing. For a building, the embodied carbon is the sum of the embodied carbon of all the constituent materials or products within the building. |
| Emissions budget | The cumulative amount of greenhouse gases that can be emitted over a certain period. Aotearoa legislation requires three budgets to be in place at any given time. |
| Emissions | Greenhouse gases, especially CO ₂ , released into the atmosphere, where they trap heat or radiation. |
| Emissions reduction plan | A pathway towards the 2050 emissions target, with policies and strategies to reduce and remove emissions, in order to meet each emissions budget. |
| F-gases | Fluorinated gases, mainly used as refrigerants for heating and cooling. |
| Fossil fuels | Fuels such as coal, fossil gas and LPG, that release greenhouse gases and have potential health risks. |
| Fossil gas | Commonly known as natural gas. The term 'fossil gas' is used to distinguish methane from the lithosphere (under the ocean floor or on land) from methane from the biosphere (animal and biological waste). See biogenic methane. |
| Fugitive emissions | Leaks of gases or vapours from containers (for example, appliances, storage tanks). |
| Global Warming Potential (GWP) | The GWP of a greenhouse gas is its ability to trap extra heat in the atmosphere over time, compared to CO ₂ . A common GWP scale allows us to compare the impact of emissions and reductions of different gases. |
| Greenhouse gases | Gases in the atmosphere that trap the sun's heat by preventing it from leaving the atmosphere. Common greenhouse gases include water vapour, CO ₂ , methane and nitrous oxide. Greenhouse gases covered by the CCRA are CO ₂ , methane, nitrous oxide, HFCs, perfluorocarbons and sulphur hexafluorides. |
| Hydrofluorocarbons (HFCs) | Manmade greenhouse gases, with high GWP, used in refrigeration, air conditioning and other processes. |
| Hydrofluoroolefins | Alternative natural refrigerants with low GWP and zero ozone depletion potential. |
| ICE | Internal combustion engine (eg, in vehicles), which uses petrol or diesel and emits CO ₂ . |
| Kaitiakitanga | Stewardship, guardianship. |
| Kt CO₂e | Kilotonnes (thousand tonnes) CO ₂ e. |
| LFG | Landfill gas, a by-product of decomposing organic waste in landfills, mainly composed of methane and CO ₂ . |

| Term | Definition |
|--|---|
| LFG capture | The process used at modern landfills to capture landfill gas, which is then used for energy or flared. |
| LPG | Liquefied petroleum gas. |
| Managed landfill | Class 1 or municipal solid waste landfill (classification used for our greenhouse gas inventory). |
| Mātauranga Māori | Māori knowledge and knowledge systems. |
| Mitigation | Efforts to reduce or prevent emissions. |
| Mode-shift | A change from one form of transportation to another, eg, from a car to a bike. |
| MRF | Materials recovery facility. |
| Mt CO₂e | Megatonnes (million tonnes) CO ₂ e. |
| Municipal landfill | A landfill that accepts household waste as well as other wastes. Classified as Class 1. |
| NABERSNZ rating | An independent, government-backed system for rating the energy efficiency of office buildings. |
| National Climate Change Risk Assessment (NCCRA) | In August 2020, the Government released the first National Climate Change Risk Assessment. This risk assessment highlighted risks covering all aspects of life from our ecosystems and communities to buildings and the financial system. The Government is now working on developing its response to the risks in the report, through the National Adaptation Plan. The Climate Change Commission will produce further national climate risk assessments at least every six years. |
| NDC | Nationally Determined Contribution (NDC). An NDC represents the contribution a party to the Paris Agreement will make to the global effort to reduce emissions (both domestically and internationally). Our first NDC is currently an economy-wide, absolute emissions reduction target to reduce greenhouse gas emissions by 30 per cent below 2005 levels by 2030. |
| Net zero | In Aotearoa this means completely negating the amount of greenhouse gases, produced by human activity (except biogenic methane) by 2050. This can be done by balancing emissions and removals of greenhouse gases, or by eliminating emissions from society. |
| NZ ETS | New Zealand Emissions Trading Scheme is a key tool for meeting our domestic and international climate change targets. It places a price on greenhouse gas emissions and requires all sectors of our economy, except agriculture, to pay for their emissions. |
| Operational emissions | Emissions from energy and other resources used when operating a building. |
| Ozone | A gas that occurs high in the atmosphere, where it protects the earth's surface from harmful ultraviolet (UV) rays. Some greenhouse gases and human activity can deplete ozone and reduce its protective effect. |
| Paris Agreement | A legally binding international treaty on climate change mitigation, adaptation and finance, adopted by 196 parties in Paris and signed in 2016. |

| Term | Definition |
|------------------------------|--|
| Product stewardship | A scheme in which a producer, importer, retailer or consumer takes responsibility for reducing a product's environmental impact. |
| Rangatiratanga | Right to exercise authority and leadership, self-determination, ownership. |
| Recovery | Reusing and recycling waste. |
| Resilience | The ability to prepare for, and respond to hazards, risks and trends related to climate change. |
| Rohe | District, region, territory. |
| RMA | Resource Management Act 1991. |
| Shared mobility | Transportation resources or services that are shared among users. This includes carpools, car sharing and shared micromobility. |
| Submission | Feedback and views from individuals or organisations on a proposal (eg, in a discussion document), which they send to the relevant Ministry. |
| Takiwā | District, region, territory. |
| Te ao Māori | The Māori world view, acknowledging the interconnectedness of all living and non-living things. |
| Te Tiriti | Te Tiriti o Waitangi/the Treaty of Waitangi. |
| The Ministry | The Ministry for the Environment. |
| Waste disposal levy | A levy (fee) on waste sent to municipal (Class 1) landfills. Revenue from the levy is used for initiatives to reduce waste and encourage resource recovery. From 2021 this rate will progressively increase and from 2022 the levy will be expanded to apply to more landfill types. |
| Waste hierarchy | A pyramid framework ranking the preferred order of waste disposal, with preventing and reducing waste at the top, and sending to landfill at the bottom. |
| Zero Carbon Framework | A legislated framework that includes tools to reduce our greenhouse gas emissions (targets, emissions budgets and emissions reduction plans) and improve our climate resilience (national climate change risk assessments and national adaptation plans). |

Appendix 2 – Summary of the *Te hau mārohi ki anamata* Transitioning to a low-emissions and climate-resilient future discussion document

Te hau mārohi ki anamata

Transitioning to a low-emissions and climate-resilient future

Introduction

Government proposed budgets for 2022-25, 226-30, 2031-35 (Mt CO₂e)

| Budget period | 2022-25 | 2026-30 | 2031-35 |
|-----------------------|---------|---------|---------|
| All gases, net (AR5)2 | 292 | 307 | 242 |
| Annual average | 73.0 | 61.4 | 48.4 |

Modelled emissions reduction estimates from new and proposed policies to help meet the proposed budget for 2022-25 (Mt CO₂e)

| | Low policy impact | High policy impact |
|--|-------------------|--------------------|
| Transport | 0.7 | 1.3 |
| Energy and industry | 1.5 | 3.3 |
| Waste | 0.1 | 0.3 |
| F-gases | 0.2 | 0.7 |
| Total | 2.6 | 5.6 |
| Gap between current estimates of policy impacts and emissions reductions required to meet first emissions budget | 5.1 | 2.1 |

Note: A number of uncertain factors will influence reductions. The ranges here represent lower and upper bounds, although these could be crossed. Some impact estimates are provisional or unavailable. The uncertainty varies and should be considered high.

Meeting the net zero challenge

Transition Pathways

- A vision for a productive, sustainable and inclusive Aotearoa
- Principles for the transition:
 - o A fair, equitable and inclusive transition
 - o An evidence-based approach
 - o Environmental and social benefits beyond emissions reductions
 - o Upholding Te Tiriti o Waitangi
 - o A clear, ambitious and affordable path

- Having the right mix of actions:
 - Effective emissions price through a strengthened New Zealand Emissions Trading Scheme (NZ ETS)
 - Policy measures that work strategically alongside the NZ ETS price, such as well-targeted regulation and additional measures to remove other barriers
 - Mechanisms for public and private investment in innovation and infrastructure for long-term transition
 - Helping nature to thrive and supporting the wellbeing of communities and people
- Investment: The economy will continue to grow as we make the transition, and the sooner we act, the better the economic outcomes. The Climate Change Commission modelled the long-term impact of making all the changes required to follow their pathway to the 2050 target. This estimated an overall reduction of gross domestic product (GDP) in 2050 of around 1.2 per cent.¹⁰ The Commission also modelled a scenario where key actions were delayed (for example, the move to electric vehicles (EVs))
- Aligning the transition with other priorities: Reduction measures must be integrated with strategies for industry, infrastructure, housing and urban development; fiscal management; and plans for building resilience to the physical effects of climate change.
- Building resilience: In August 2020 the Government released the first National Climate Change Risk Assessment.
- Mitigate the risks: Emissions can be reduced in ways that increase our resilience. Nature-based solutions such as supporting native bush to regenerate can help sequester emissions and build resilience to the impacts of climate change.

Working with our Tiriti partners

- Potential measures:
 - Upholding the principles of Te Tiriti
 - Making change in partnership
 - A Māori-led transition

Making an equitable transition

- What is being done:
 - Helping businesses improve energy efficiency and switch to lower emissions fuels (GIDI fund and EECA)
 - Supporting small businesses (Climate Action Toolbox)
 - Funding insulation and heating for households (Warmer Kiwi Homes)
 - Setting Minimum Energy Performance Standards for products (EECA)
 - Etc
- Potential measures:
 - Reducing risks for firms and households
 - Promoting business and job opportunities
 - Supporting workers, households and communities
 - Monitoring and responding to impacts

Aligning systems and tools

Government accountability and coordination

- What is being done:
 - Government leadership
 - Aligning procurement with low emissions, and promoting investment
 - The Carbon Neutral Government Programme
- Potential and proposed measures:
 - Implementing the emissions reduction plan
 - Working together in new ways

Funding and financing

- What is being done:
 - Aligning public finance
 - Mobilising private finance
 - Access to finance to support the transition

Emissions pricing

- What is being done:
 - NZ ETS: The Government has announced that the unit volumes in the NZ ETS and the price control settings will be updated from 1 January 2022, in line with the Commission's recommendation.
- Potential and proposed measures:
 - Encouraging gross emission reductions through the NZ ETS
 - A rising NZ ETS price under current settings may drive more forestry rather than gross emissions reductions over the long term
 - Climate Change Commissions (CCC) recommends further NZ ETS amendments
 - Future carbon sequestration incentives
 - Improving market governance
 - Reviewing free industrial allocation

Planning

- What is being done:
 - National direction on urban development
 - Partnerships between iwi/Māori and central and local government
 - Building for Climate change Programme
 - Kāinga Ora programme supported by a Housing Acceleration Fund
- Proposed policies and measures:
 - RMA reform and alignment of the LGA, Land Transport Management Act and the Building Act
 - 30-year infrastructure strategy
 - Government Policy Statements on Housing and Urban Development
 - Integrating emissions into urban planning and funding

Research, science and innovation

- What is being done:
 - Research and Development Tax incentive
 - Vision Mātauranga
 - The Endeavour Fund
 - Research on agricultural emissions
 - Supporting and commercialising innovation
- Potential measures:
 - Future Pathways programme
 - Start-Up Action Plan
 - Mission-orientated innovation

Behaviour change – empowering action

- What is being done:
 - GenLess public campaigns
 - Environmental Education for Sustainability Strategy and Action Plan
 - Climate Change – prepare today, live well tomorrow
 - He Waka Eke Noa
 - BikeREady
 - Guidance for voluntary offsetting in New Zealand
- Potential and proposed measures:
 - Behavioural change fund

Moving Aotearoa to a circular economy

- What is being done:
 - Developing a refreshed national waste strategy with a focus on circular economy
 - Funding circular economy innovation and economic development opportunities
- Potential and proposed measures:
 - Moving to a circular economy with a thriving bioeconomy

Transitioning key sectors

Transport

- What is being done:
 - Clean Car Standard (2022)
 - Clean Car Discount (2021)
 - Transitioning to a low-emissions Government fleet
 - Low-Emissions Transport Fund (LETF)
 - Extending the light EV exemption from road user charges to 2024
 - Zero-emission vehicle (ZEV) mandate
 - Extending heavy EV exemption from road user charges
 - Decarbonising public transport
 - The NZ Rail Plan
 - Coastal shipping investment
 - Annex VI of the International Convention for the Prevention of Pollution from Ships (MARPOL)
- ⇒ Transport is on track for the first budget period. However, these policies alone are not sufficient to achieve budget 2 and 3.
- Potential and proposed measures:
 - Four transport targets:
 - Reduce vehicle kilometres travelled (VKT) by cars and light vehicles by 20% by 2030 through providing better travel options, particularly in our largest cities
 - Increase zero-emission vehicles to 30% of the light fleet by 2035
 - Reduce emissions from freight transport by 25% by 2035
 - Reduce the emissions intensity of transport fuel by 15% by 2035
 - Three focuses:
 - Focus 1: Reducing reliance on cars and supporting people to walk, cycle and use public transport
 - Focus 2: Rapidly adopting low-emission vehicles and fuels
 - Focus 3: Beginning work now to decarbonise heavy transport and freight
 - Actions for focus 1:
 - Integrate land-use, urban development and transport planning and investments to reduce transport emissions
 - Implement mode-shift plans for our largest cities and begin planning for other urban areas
 - Improve the reach, frequency and quality of public transport
 - Provide national direction to deliver a step-change in cycling and walking rates
 - Support LG to accelerate widespread street / road reallocation to support public transport, active travel and placemaking
 - Making school travel greener and healthier
 - Improve access and travel choice for the transport disadvantaged
 - Reduce public transport fares
 - Investigate the potential for public transport, walking and cycling in rural and provincial areas
 - Enable congestion pricing and investigate how we can use other pricing tools to reduce transport emissions
 - Require further roadway expansion and new highways to be consistent with climate change targets

- Actions for focus 2:
 - Implement community-based solutions to make low-emission vehicles (including e-bikes) more accessible for low-income New Zealanders, and others facing transport disadvantage
 - Introduce measures to avoid New Zealand becoming a dumping ground for high-emitting vehicles
 - Set a maximum CO₂ limit for individual light ICE vehicle imports to tackle the highest emitting vehicles
 - Investigate how the tax system could support clean transport options
 - Introduce a vehicle scrappage scheme to support low-income New Zealanders' shift to low-emissions transport
 - Partner on solutions to supply constraints for low-emissions vehicles
 - Determine whether there are legislative barriers to the use of some types of low-emission vehicles
- Actions for focus 3:
 - Accelerate the decarbonisation of trucks
 - Develop a Freight and Supply Chain Strategy
 - Implement the New Zealand Rail Plan (the Rail Plan) and investigate options to encourage greater use of coastal shipping
 - Investigate ways to reduce aviation emissions
 - Investigate ways to reduce maritime emissions
 - Introduce a sustainable biofuels mandate
 - Produce a national EV infrastructure plan
- Cross-cutting actions:
 - Develop a strong evidence base
 - Embed long-term planning
 - Information and education to support change
 - Skills and capability

Energy and industry

- What is being done:
 - Supporting businesses and industry to decarbonise
 - Accelerating the uptake of energy-efficiency measures and technology
 - Supporting development and use of low-emissions fuels
- Potential and proposed measures:
 - A New Zealand Energy Strategy
 - Setting targets for the energy system
 - Preparing the electricity system for future needs
 - Phasing out fossil gas while maintaining consumer wellbeing and security of supply
 - Decarbonising industry
 - Addressing current data gaps on energy use in Aotearoa and associated emissions through an Energy and Emissions Reporting scheme
 - Supporting development and use of low-emissions fuels
- Policies for and equitable transition:
 - Addressing industry transition
 - Keeping energy affordable and secure

Building and construction

- What is being done:
 - Building for Climate Change programme
 - Government leading the way
 - Construction Sector Accord
 - Reducing demand for fossil fuels in buildings
- Potential policies and measures:
 - Behavioural and cultural change
 - Financial and other incentives to encourage lower emissions buildings
 - Removing barriers
 - Improving energy efficiency
 - Encouraging innovation and scaling
 - Contestable innovation fund and other potential ways to increase innovation, technology and scaling
 - Circular economy package
 - Workforce transformation coordination and support
 - Making an equitable transition
 - Reducing fossil fuels in buildings

Agriculture

- What is being done:
 - Government and primary sector roadmap
 - He Waka Eke Noa Primary Sector Climate Action Partnership
 - More funding for research
 - Funding for integrated farm planning
 - Regulatory oversight for methane inhibitors
- Potential and proposed measures:
 - Pathways to reduce agriculture emissions
 - Accelerating innovation and technology
 - On-farm practice changes through targeted extension services
 - Making an equitable transition

Waste

- What is being done:
 - NZ ETS
 - National Environmental Standards for Air Quality 2004
 - Changes to the waste disposal levy
 - Revising the New Zealand Waste Strategy
 - Developing a national infrastructure plan for waste
 - Product stewardship for six product groups that were declared a priority in July 2020
- Potential and proposed measures:
 - Reducing organic waste material:
 - Reducing food waste
 - Reducing waste from construction and demolition
 - Identifying options for treated wood (reduction, diversion and disposal)
 - Other reduction opportunities to reduce organic waste

- Reducing organic waste disposal to landfill:
 - Food waste and green waste collection
 - Businesses to separate food and green waste
 - Better paper and cardboard recycling
 - Transfer stations to prioritise recovery alongside new and expanded materials recovery facilities
- Reducing emissions from organic waste in landfills:
 - Gas capture at landfills
- Fast-tracking a waste data and licensing system
- Making and equitable transition

F-gases

- What is being done:
 - Kigali Amendment to the Montreal Protocol
 - Synthetic Greenhouse Gas Levy
 - Product stewardship
- Potential measures:
 - Planning for combined emissions reductions from heating and cooling
 - Extending the phase down of HFCs
 - Regulating high-global warming refrigerants where alternatives are available

Forestry

- What is being done:
 - Grants and incentives
 - NZ ETS
 - Working with Māori on forestry opportunities
 - Forestry and Wood Processing Industry Transformation Plan (ITP)
 - A new planning and advisory service
- Potential policies:
 - Decisions on sequestration will shape our path to net zero
 - Establishing a long-term carbon sink
 - Native forests
 - Exotic forests
 - Enabling and managing afforestation to achieve wider benefits and avoid adverse effects
 - Managing existing forests
 - Making and equitable transition

Appendix 3 – Joint submission to *Te hau mārohi ki anamata Transitioning to a low-emissions and climate-resilient future* discussion document

Te hau mārohi ki anamata

Transitioning to a low-emissions and climate-resilient future

<https://environment.govt.nz/publications/emissions-reduction-plan-discussion-document/>

<https://consult.environment.govt.nz/climate/emissions-reduction-plan/consultation/>

Consultation 13 October 2021 – 24 November 2021

Your details

1. What is your name

Melanie Barthe – Carterton, Masterton and South Wairarapa District Councils

2. What is your email address?

You will receive an acknowledgment email when you submit your response

melanie@cdc.govt.nz

3. Which region are you in?

Select your region

Wellington

4. Are you submitting as an individual or on behalf of an organisation?

☐ Individual

☒ Organisation

5. If on behalf of an organisation, what type is it?

☐ Iwi / Hapū

☐ Central Government

☒ Local Government

☐ Business

☐ Industry body

☐ NGO

☐ Registered charity

☐ Other

Consent to release your submission

All or part of any written submission the Ministry for the Environment received electronically or in printed form, including your name, may be published on this website. Unless you indicate otherwise, the Ministry will consider that you have consented to website posting of both your submission and your name.

Submissions may also be released to the public under the Official Information Act 1982 following requests to the Ministry for the Environment. Please advise if you object to the release of any information contained in your submission and, in particular, which part(s) you consider should be withheld, together with the reason(s) for withholding the information.

The Privacy Act 2020 applies certain principles about the collection, use and disclosure of information about individuals by various agencies, including the Ministry for the Environment. It governs access by individuals to information about themselves held by agencies. Any personal information you supply to the Ministry in the course of making a submission will be used by agencies working on the emissions reduction plan (the Ministry for the Environment; Ministry of Foreign Affairs and Trade; Ministry of Business, Innovation, and Employment; Ministry of Transport; Ministry of Primary Industries; Ministry of Housing and Urban Development; Ministry of Social Development; Department of Prime Minister and Cabinet; Te Puni Kōkiri; Treasury; Te Arawhiti; Te Waihanga; Public Service Commission; Waka Kotahi; Energy Efficiency & Conservation Authority) only in relation to developing the emissions reduction plan, including assessing policies within the plan. Please clearly indicate in your submission if you do not wish your name to be included in any summary of submissions that the Ministry for the Environment may publish.

1. Do you consent to your submission being published on this website?

☒ Yes

☐ Yes, but I don't want my name to be published with my submission

☐ No

2. If yes to the above, clearly state if there are parts of your submission that you do not want published

All of the submission can be published

Providing additional information

If you wish to provide additional information or supporting documentation, please add it here.

Any other feedback on the proposals

Add your comments, ideas, and feedback here.

- Lack of details of the consultation document:

The three Wairarapa District Councils were disappointed to see that the document 'Te hau Mārohi ki anamata – Transitioning to a low-emissions and climate-resilient future' is very high level and does not reflect a high level of investment from the Government.

We were expecting to see an action plan following the Climate Change Commission document 'Ināia tonu nei: a low emissions future for Aotearoa' when in fact the consultation document is only here to present options without clear explanations on how to pursue those options. We have many uncertainties, especially the level of financial support the Government will provide to Local Government, businesses, communities, etc.

We also would like to know how those options will be funded.

Most of the questions asked in this document were already answered by the Climate Change Commission consultation (March 2021).

It is disappointing to see that we have now reached a tipping point where action is needed immediately to avoid catastrophic impacts on our environment and our lives, and the New Zealand Government does not seem to realise the urgency of the issue. This is reflected in where we are at with these most recent consultations on climate change documents.

The three Wairarapa District Councils want to see an emissions reduction plan with a clear pathway on how the actions will be pursued. We hope that the Government will be true to its international and national commitments and will reflect its ambition in this emissions reduction plan.

- Central Government / Local Government partnership:

The three Wairarapa District Councils have concerns regarding the involvement of Local Government and communities.

We would like to emphasise the important role of Local Government and communities in the transition towards a low-carbon economy. Not considering these roles ignores some of the major 'cogs' in the wheels that can take action and lead the transition towards a low-carbon economy.

We recommend the Government strongly support Local Government with regard to climate change action. Support can take many shapes (legislative and regulatory support, financial support (to support resourcing that will give effect to the implementation of our national carbon emissions reduction plan, and community driven initiatives), clear direction and frameworks, etc).

Upload supporting documentation

To make sure your response can be read, please upload in a .pdf format.

Navigating this consultation

Meeting the net-zero challenge

This section outlines the key components of our strategy to transition Aotearoa New Zealand to a low-emissions and climate-resilient future. It sets out the pathway to meeting our emissions budgets, how we will work with our Te Tiriti o Waitangi (Treaty of Waitangi) partners and ensure the transition is equitable.

The emissions reduction plan will cover every sector of the economy and society, and will drive the longer term transition.

The first plan will set out the policies and strategies for meeting the first budget for 2022–25 (Section 5ZG of the Climate Change Response Act 2002). It will also set the measures to meet the second and third budgets, including the urgent policies that must be in place before 2025 (Section 5ZG of the Climate Change Response Act 2002).

We seek your feedback on:

- principles guiding the transition
- how the Crown can work better with Māori in responding to climate change
- how to develop an equitable transition strategy.

Aligning systems and tools

Moving to a low-emissions future means transforming all sectors of the economy. All our systems must point towards low emissions.

- Government accountability and coordination is essential for a well-resourced work programme that makes these system-wide changes.
- Funding and financing are a catalyst for significant cuts in emissions.
- Emissions pricing plays an important role in changing investor and consumer behaviour.
- The planning system controls how we use land, and the emissions that flow from those land uses – both urban and rural.
- Research, science and innovation generate knowledge, and new approaches and practices.
- Behaviour change by organisations, businesses and individuals is critical to achieving net zero.
- Move to a circular and bioeconomy to create economic value while restoring the natural systems.

We seek your comments on proposed measures to reduce emissions and align our systems with the transition. We would like to know if you think these are the right types of policies, if they go far enough, and what you think should be changed.

There are consultation questions throughout this section under each of the above headings.

Transitioning key sectors

The emissions reduction plan will include tailored measures to help industries maximise opportunities and transition. This section outlines the work underway and other possible measures for the following sectors:

- Transport – changing the way we travel, improving our passenger vehicles and promoting a more efficient freight system.

- Energy and industry – preparing our highly renewable electricity sector to power the low-emissions economy, moving away from fossil fuels, and speeding up industrial decarbonisation through fuel switching and energy efficiency.
- Agriculture – continuing to develop and adopt the technology and practices that keep this sector on track to meet the biogenic methane targets, and reduce long-lived emissions.
- Waste and HFCs – supporting the waste hierarchy, prioritising the reduction and diversion of waste from landfill (particularly organic), and reducing hydrofluorocarbons (HFCs) with high-global warming potential.
- Building and construction – reducing building-related emissions, and realising health or other co-benefits where possible.
- Forestry – establishing forest sinks that remove carbon from the atmosphere and promote biodiversity and wider environmental outcomes where possible.

We invite your feedback on:

- The new policies we are considering, or may consider, to meet emissions reduction targets. We would like to know if you think these are the right types of policies, if they go far enough, how any negative impacts of policies are best managed and what you think should be changed.
- Any other potential policies that we have not considered.

Transition pathway (p.19)

1. Do you agree that the emissions reduction plan should be guided by a set of principles?

The five principles:

- *A fair, equitable and inclusive transition*
- *An evidence-based approach*
- *Environmental and social benefits beyond emissions reductions*
- *Upholding Te Tiriti o Waitangi*
- *A clear, ambitious and affordable path*

☒ Yes

☐ No

If so, are the five principles set out above, the correct ones? Please explain why or why not.

The three Wairarapa District Councils commend the Government for recognising in its guiding principles that the transition, no matter how fast or far, will impact different parts of society, regions and sectors, and that the impacts will not always be distributed equally. It is important that the Government ensures that the policies and direction not only reduce the inequalities but also recognise that not everyone will be able to do as much as they would want to because of their circumstances.

We add that the fifth principle should emphasise flexibility ('A clear, ambitious, affordable and adaptable path'. Indeed, being adaptable is very important for several reasons:

- To be able to adapt the path based on the latest data available (e.g. climate change projection, emissions pathways, etc)
- To be able to adapt the path depending on its results (e.g. unexpected impacts, lack of efficiency, etc)

2. How can we enable further private sector action to reduce emissions and help achieve a productive, sustainable and inclusive economy? In particular, what key barriers could we remove to support decarbonisation?

We think that the key barrier for private sector action is the cost involved in decarbonisation. Several actions can be done to remove this barrier:

- Make climate related risk assessments mandatory for most of the businesses so they can understand what climate change means for them (especially financially). We think that by understanding the price of inaction, private sector may act further and faster to reduce emissions in order to reduce the cost involved. To help private sector, a climate related risk assessment guidance could be released in order to reduce the costs involved in such an assessment.
To do so, businesses will need support. Also, we encourage the Government so set up a threshold id order to avoid unnecessary pressure on small businesses.
- Reduce costs of low carbon goods and/or increase costs of high carbon goods (done through the NZ ETS)

3. In addition to the actions already committed to and the proposed actions in this document, what further measures could be used to help close the gap?

We would like to see more information regarding carbon emissions over the full life cycle of a product. We could also imagine having a tax on all goods that will help manage (recycling, re-use, etc) the good after use.

4. How can the emissions reduction plan promote nature-based solutions that are good for both climate and biodiversity?

We would like the government to see the climate and the biodiversity as one and single issue. Indeed, we cannot expect to solve our climate problem if biodiversity loss keeps rising. In this case, it is very important to shift our occidental view and adopt tikanga Māori based approach: we are part of the nature, and part of the biodiversity. By destroying habitats and species, we are destroying our home and our backyard.

Promoting nature-based solutions has many positive outcomes when the solutions are well designed. Nature must be well known and understood in order to design a good nature-based solution and restore natural ecosystems.

5. Are there any other views you wish to share in relation to the Transition Pathway?

See additional information.

Helping sectors adapt (p.23)

6. Which actions to reduce emissions can also best improve our ability to adapt to the effects of climate change?

- Appropriate land planning:

Land planning is of major importance to mitigate and adapt to climate change. Without a careful planning, we can lock ourselves in a scenario that can lead us to fail our carbon commitments and/or increase the risks linked to climate change (such as flood, droughts, etc). The Government should take the opportunity through the changes to the RMA to provide greater direction in this area.

- Nature-based solutions:

The three Wairarapa District Councils recognise the importance of forestry in climate change mitigation. However, we would also like to see the government work on other nature-based solutions such as wetland restoration. Wetlands are one of the most important ecosystems to mitigate and adapt to climate change. Indeed, wetlands absorb a lot of carbon, for long periods of time (if the ecosystem stays undisturbed) and they create a great buffer between the sea and/or rivers and human infrastructure. They can help mitigate flood risks (due to sea level rise or inland flood). They also serve other purposes such as increased water quality, increased biodiversity, increased cultural activities, etc New Zealand lost most of its wetlands and as many opportunities to restore them. Therefore, they are a valid option in the climate change mitigation and adaptation.

7. Which actions to reduce emissions could increase future risks and impacts of climate change, and therefore need to be avoided?

- All actions that are not carefully planned

To avoid future risks, all actions taken today should be carefully planned. A holistic approach is also necessary with the following consideration (non-exhaustive list):

- The four well-beings
- Different time frame
- Climate change mitigation
- Climate change adaptation
- Etc.
- Rely too much on future technologies to reduce emissions
- Rely too much on the community if it is not well enough resourced and supported by the Government. The Government should avoid overwhelming the community to reduce the risk of inaction.
- Forestry without meaningful actions to reduce gross emissions in all sectors of the economy
- International offsets

Working with our Tiriti partners (p.25)

8. The Climate Change Commission has recommended that the Government and iwi/Māori partner on a series of national plans and strategies to decarbonise our economy. Which, if any, of the strategies listed are a particular priority for your whānau, hapū or iwi and why is this?

Strategies:

- *a National Energy Strategy*
- *a Circular Economy Strategy*
- *a Bioeconomy Strategy*
- *a National Low-emission Freight Strategy*
- *industry plans and policies to decarbonise the industrial sector*
- *a Building Transformation Plan*

Whānau, hapū, and iwi are best placed to answer this question.

9. What actions should a Māori-led transition strategy prioritise?

Whānau, hapū, and iwi are best placed to answer this question.

The three Wairarapa District Councils strongly recommend that whānau, hapū and iwi views are imbedded in all climate change actions.

We know that Māori and cultural heritage sites are disproportionately impacted by climate change. Therefore, the Government need to ensure that they are one of the main actors of change.

What impact do you think these actions will have for Māori generally or for our emission reduction targets? What impact will these actions have for you?

This action will have a positive outcome on Māori communities.

However, in the past many government policies have strongly called for action to ensure genuine and enduring partnership with iwi/Māori at all levels of government but somehow, all too often, we all fall short of that commitment.

10. What would help your whānau, community, Māori collective or business to participate in the development of the strategy?

Whānau, hapū, and iwi are best placed to answer this question.

The three Wairarapa District Councils support initiatives to empower and adequately resource iwi / hapori Māori to participate in the development of the strategy.

11. What information would your Māori collective, community or business like to capture in an emissions profile?

Whānau, hapū, and iwi are best placed to answer this question.

Could this information support emissions reductions at a whānau level?

Whānau, hapū, and iwi are best placed to answer this question.

12. Reflecting on the Climate Change Commission's recommendation for a mechanism that would build strong Te Tiriti partnerships, what existing models of partnership are you aware of that have resulted in good outcomes for Māori? Why were they effective?

The three Wairarapa District Councils support a genuine, active and enduring partnership with Tiriti Partners.

However, in the past many government policies have strongly called for action to ensure genuine and enduring partnership with iwi/Māori at all levels of government but somehow, all too often, we all fall short of that commitment.

Making an equitable transition (p.26)

Equitable Transitions Strategy

The Climate Change Commission recommends developing an Equitable Transitions Strategy that addresses the following objectives: partnership with iwi/Māori, proactive transition planning, strengthening the responsiveness of the education system, supporting workers in transition, and minimising unequal impacts in all new policies.

13. Do you agree with the objectives for an Equitable Transitions Strategy as set out by the Climate Change Commission?

☒ Yes

☐ No

What additional objectives should be included?

- Supporting all disadvantaged communities (disabled, older people, etc).

Disadvantaged communities are already mentioned but we think they should appear in the objectives in order to give them the importance they need.

14. What additional measures are needed to give effect to the objectives noted by the Climate Change Commission, and any other objectives that you think should be included in an Equitable Transitions Strategy?

The three Wairarapa District Councils agree with the measures proposed.

Equitable Transitions Strategy

The Commission suggests that the Equitable Transitions Strategy should be co-designed alongside iwi/Māori, local government, regional economic development agencies, businesses, workers, unions, the disability community and community groups.

15. What models and approaches should be used in developing an Equitable Transitions Strategy to ensure that it incorporates and effectively responds to the perspectives and priorities of different groups?

See question 12. Regarding the relationship with Tiriti partners.

Other actions

16. How can Government further support households (particularly low-income households) to reduce their emissions footprint?

- Work on the housing crisis:

Housing is a real issue for New Zealanders. This is particularly true for low-income and mid income households:

- Affordability (rent price and property price)
- Availability (not enough houses)
- Quality (damp, cold houses)

The buildings' quality has a huge impact on New Zealanders' health and on climate change. Indeed, they release a lot of greenhouse gas (to heat the house, the water, etc). Therefore, we think that:

- New Zealand needs to build many more quality houses and flats
 - Introduce and make mandatory scores for each house before it goes to market or before it is rented (greenhouse gas score and energy efficiency score)
 - Increase funding available for owners to renovate their home
 - Fund renewable energy technologies (solar, wind, etc) and heat pump for homeowners (it would also help people to move away from coal/wood burners which can be a problem for air quality as well)
 - Increase building quality and reduce embodied carbon through the Building and Climate Change Programme.
- Spatial planning:

Appropriate spatial planning is also a good way to further support households to reduce their emissions footprint. As an example, urban densification, TOD (Transit Orientated Development) and others help reducing households' carbon footprint (less need for transport, smaller houses with smaller energy needs, etc). The Government should take the opportunity through the changes to the RMA to provide greater direction in this area.

17. How can Government further support workers at threat of displacement to develop new skills and find good jobs with minimal disruption?

We think that the Government can:

- Support and encourage diversity of skills through the education curriculum
- Enable adaptive/ flexible ways of working
- Provide early direction where skills will be needed in the workforce
- Recognise on the job learning and training to support transition
- Incentivise people to move to another industry before they lose their jobs (free training, subsidy to move to another town/region, etc)

18. What additional resources, tools and information are needed to support community transition planning?

- Central Government and Local Government alignment:

Local Government is the perfect partner to support the transition of the community. Local Government knows its community and has a close relationship with it due to proximity. Therefore, Local Government an appropriate and logical link between Central Government and our communities.

Supporting Local Government is one of the key actions to community transition planning.

Alignment of all relevant legislation, regulations and policy is key to enable the envisioned transition to low carbon economy. Any misalignment will present a barrier and add to confusion stifling, in particular, Local Government to efficiently implement policies.

Over the past few years Central and Local Government have been working more closely on several topics. We would like to highlight the need for Local Government capacity to be taken into

consideration, particularly at this time of increased complexity, heightened uncertainty and change within our Local Government context. Any partnerships need to take a systems approach and engage in a more holistic collaboration, instead of partnering up on multiple topics putting pressure on already strained resources.

That said, climate change provides an opportunity to look at the whole system in which our society operates given climate change occurs in the context of an interconnected world. The Government's review of Local Government is an opportunity to build Local Government's jurisdiction and capability in this area.

- All-inclusive public forum:

The three Wairarapa District Councils would like to see the views of all New Zealanders incorporated and support an all-inclusive public forum with appropriate resourcing and funding. The resourcing of participatory processes, including the money associated with it, should not be underestimated. Enabling all New Zealanders to participate and be heard, to be part of co-design, requires significant help and support. For example - information, education, language, skills, and the removal of barriers to participation. Mutual trust and understanding must be built.

The funding of these processes must be on top of the funding for the chosen implementation initiatives and incentives that will be needed within the system to change behaviour and achieve the emissions budgets. The funding for a nationwide public forum should be provided by Central Government (i.e. not rates) to ensure it is sustainable over the 30-year period (and beyond).

We encourage the Government to explore and promote digital platforms that will enable easier access and reach a more diverse range of participants. These cannot be the sole channels for a public forum or participation more generally. Face to face will still be needed.

The benefits of involving people early and actively (for example so that they understand what they need to do and are assisted to develop a sense of personal responsibility) will be undermined if others are not acting and vice versa. We would like to stress that the significant resources need to be deployed for education and information sharing for the general public on how we as individuals can play our part in the transition to low carbon.

19. How could the uptake of low-emissions business models and production methods be best encouraged?

The Sustainable Business Network Climate Action Toolbox is a great tool that is very helpful for small businesses.

For most businesses (size to be defined), we recommend the Government to make mandatory the release of Climate Change strategy with a greenhouse gas inventory, targets and action plan.

Finally, the TCFD mandate could be extended and adapted to more businesses (different type of businesses, smaller businesses, etc).

To be effective and make an equitable transition, the businesses will require support. Therefore, we recommend the Government to increase resources available to help businesses in their transition towards a low carbon economy.

20. Is there anything else you wish to share in relation to making an equitable transition?

-

Government accountability and coordination (p.32)

21. In addition to the Climate Change Commission monitoring and reporting on progress, what other measures are needed to ensure government is held accountable?

The Climate Change Commission monitoring and reporting seems to be a good way to hold the Government accountable. However, this monitoring and reporting must be done on a regular basis to ensure measures are being taken if the government is not on track. Also, this monitoring and reporting must be transparent and public.

Also, each government agency should have adequate climate change funding and KPIs as there will always be a need to incentivise the transition at an all of Government level, as well as in particular functions held within individual agency.

22. How can new ways of working together, like mission-oriented innovation, help meet our ambitious goals for a fair and inclusive society and a productive, sustainable and climate-resilient economy?

The three Wairarapa District Councils would like to stress the importance of multi-agency and collaborative governance, as well as collaborative all of Government action. In the last few years Central Government agencies have been much better in working collaboratively. For matters as complex and intertwined as climate change and with its impacts permeating through every aspect of our society, there is an opportunity to seek novel forms of governance.

23. Is there anything else you wish to share in relation to government accountability and coordination?

-

Funding and financing (p.34)

24. What are the main barriers or gaps that affect the flow of private capital into low-emissions investment in Aotearoa?

The main barriers are:

- Costs and lack of investment return:
Low-emissions investments often cost more than other investments. Also, low emissions investments often have a lower investment return.
- Knowledge, Availability and Mindset:
Low-emissions investments are often less known than other investments. When they are known, trust in them can be challenged by mindset (resistance to change)

25. What constraints have Māori and Māori collectives experienced in accessing finance for climate change response activities?

We do not represent Māori.

However, in the past we have seen that iwi/Māori have been unable to secure or access financial support due to lack of resources (time, budget, etc).

26. What else should the Government prioritise in directing public and private finance into low-emissions investment and activity?

Funding and financing are well captured. However, the consultation document states goals and gives little explanation on the how these goals will be achieved.

Also, the three Wairarapa District Council are concerned about how these investments will be built.

27. Is there anything else you wish to share in relation to funding and financing?

Social businesses are created and designed to address a social problem. Therefore, very often, they lead the change in a community. The Government should not under-estimate the benefits of social businesses in the transition to a low-carbon economy. We recommend the Government to support social businesses.

Emissions pricing (p.36)

28. Do you have sufficient information on future emissions price paths to inform your investment decisions?

☒ Yes

☐ No

Knowing that emissions price is increasing means that long term investments must be low-emissions investments in order to be sustainable.

29. What emissions price are you factoring into your investment decisions?

No emission prices are currently factoring our decisions.

30. Do you agree the treatment of forestry in the NZ ETS should not result in a delay, or reduction of effort, in reducing gross emissions in other sectors of the economy?

☒ Yes

☐ No

Forestry should not delay or reduce our efforts to reduce emissions. Reducing our gross emissions is highly important if we want to effectively mitigate climate change.

That is the reason why Carterton and South Wairarapa District Councils set up targets on gross emissions rather than on net emissions. Indeed, it is an illusion to rely carbon sequestration to achieve carbon reduction (and carbon reduction targets).

31. What are your views on the options presented above to constrain forestry inside the NZ ETS?

Several options presented to constrain forestry are good, especially the following:

- Reducing the rate at which units can be earned by exotic forest
- Amending eligibility criteria

The three Wairarapa District Council think that the best way to constrain forester inside the NZ ETS would be to combine all the options presented, as well as increasing the rate at which units can be earned by native forest.

Free industrial allocation should be reviewed in order to reduce emissions leakage. Here again, we would have appreciated to have more information on this review to be able to comment further on it.

What does the Government need to consider when assessing options?

Government should have a holistic approach when assessing those options. Also, considering rural communities (economy mainly based on forestry and farming industries) is of primary importance.

What unintended consequences do we need to consider to ensure we do not unnecessarily restrict forest planting?

Increasing the rate at which units can be earned by native forest and amending eligibility criteria to increase native afforestation should reduce exotic forest planting and increase native planting.

In our view, exotic forest planting is not a sustainable option unless the wood is used as a local construction material (carbon stored in the building). Indeed, if the wood is processed (biofuel, etc) or sent overseas, the carbon stored during the lifetime of the tree should be counted as released back in the atmosphere. Therefore, it becomes a neutral operation.

32. Are there any other views you wish to share in relation to emissions pricing?

-

Planning (p.40)

33. In addition to resource management reform, what changes should we prioritise to ensure our planning system enables emissions reductions across sectors?

This could include partnerships, emissions impact quantification for planning decisions, improving data and evidence, expectations for crown entities, enabling local government to make decisions to reduce emissions.

-

34. What more do we need to do to promote urban intensification, support low-emissions land uses and concentrate intensification around public transport and walkable neighbourhoods?

-

35. Are there any other views you wish to share in relation to planning?

Here are a few thoughts regarding planning:

- Limit rural-residential/lifestyle development which is disconnected from jobs and transport.
- Prioritise Transport Orientated Developments (re-design towns and cities to be TOD).
- Resource Management reform needs to be specific and not dip into elements of building construction. Building Construction should remain within the Building Act but improvements are required to the Building act to address sustainable buildings and building materials.

Research, science and innovation (p.42)

36. What are the big challenges, particularly around technology, that a mission-based approach could help solve?

We do not have the skills and expertise to answer this question.

37. How can the research, science and innovation system better support sectors such as energy, waste or hard-to-abate industries?

We do not have the skills and expertise to answer this question.

38. What opportunities are there in areas where Aotearoa has a unique global advantage in low-emissions abatement?

Due to its high farming industry, New Zealand can be a leader in low-emissions farming.

39. How can Aotearoa grow frontier firms to have an impact on the global green economy?

We do not have the skills and expertise to answer this question.

Are there additional requirements needed to ensure the growth of Māori frontier firms?

We do not have the skills and expertise to answer this question.

How can we best support and learn from mātauranga Māori in the science and innovation systems, to lower emissions?

We do not have the skills and expertise to answer this question.

40. What are the opportunities for innovation that could generate the greatest reduction in emissions? What emissions reduction could we expect from these innovations, and how could we quantify it?

We can expect reduction in emissions from future innovations. However, we recommend not to account on those reductions for several reasons:

- We do not know if they will happen,
- If they happen, we do not know when,
- If they happen, we do not know how to quantify emissions reductions.

Therefore, the Government should only rely on innovations that are already available and known. Obviously, the budgets and action plan will need to be updated to reflect new innovations.

41. Are there any other views you wish to share in relation to research, science and innovation?

-

Behaviour change – empowering others to act (p.46)

42. What information, tools or forums would encourage you to take greater action on climate change?

It has been proven that rangatahi/youth and students are very important in supporting behaviour change in our communities. To inform themselves they rely the information from kura/school, social media and their whānau/families. Therefore, we think that the Government should support kura, schools, colleges, and universities to increase climate change awareness (and more broadly environment).

Information needs to be in accessible formats across all platforms to support the participation of our disabled and elderly communities.

43. What messages and/or sources of information would you trust to inform you on the need and benefits of reducing your individual and/or your businesses emissions?

See above question.

Messages from trusted sources are important, and our communities need to know who they are. Trusted sources are (non-exhaustive list): governmental agencies, Local Government, scientific agencies (NIWA, etc), international agencies (IPCC, etc).

One of the keys is how to relay information. Information channels (newspaper, TV, etc) and social media (YouTube, Facebook, Instagram, Twitter, TikTok) are the main way to do so in our view. These platforms touch most people in our community.

Consideration also needs to be given to those who are not able to access digital content, we note that rural connection to the internet can be poor. Information needs to be accessible in community hubs, such as libraries and other spaces.

44. Are there other views you wish to share in relation to behaviour change?

Change is already happening in our society. Government does not need to start this change but needs to increase the pace of this change. It could be done with regulatory tools such as:

- Soft plastic and single use plastic ban (done)
- Ban over packaging
- Make mandatory exact location of fruits, vegetables, fish, meat and eggs (country and region if NZ products)
- Make mandatory the display of carbon emissions on goods so people can make an informed decision
- Etc

We also recommend the Government to empower the communities by supporting their initiatives.

Moving Aotearoa to a circular economy (p.48)

45. Recognising our strengths, challenges, and opportunities, what do you think our circular economy could look like in 2030, 2040, and 2050, and what do we need to do to get there?

Our circular economy strategy should be well underway in 2030 and achieved in 2050 in order to achieve our greenhouse gas emissions targets.

The latest IPCC report stated that action cannot wait. Therefore, we must act quickly to have a chance to reduce our emissions and avoid dramatic impacts linked to climate change.

46. How would you define the bioeconomy and what should be in scope of a bioeconomy agenda?

The three Wairarapa District Councils agree with the definition given by the Climate Change Commission.

What opportunities do you see in the bioeconomy for Aotearoa?

- Reduce our dependency to fossil fuels:

Moving to a bioeconomy is a way to reduce our dependency to fossil fuels (petrol, gas, coal). However, the government should be aware of the challenges linked to biofuels:

- biofuels should not compete against human food (and animal food?)
- Exotic forests used for biofuels (or partly used) should not be accounted (or only partly) in the NZ ETS (see question 31.).
Exotic forests locally used for building material are not seen as being an issue because carbon is store in the materials for a long period of time (50 years or more).

- Reduce waste from forestry industry and wood processing industry:

Harvest is currently inefficient. Indeed, losses of fibres are important and should be reduced to a minimum. These losses are usually made of poor-quality wood so cannot be used as building materials. However, they can be transformed in biofuels such as wood pellets. Therefore, we would like to see an increased efficiency in harvesting (and processing).

47. What should a circular economy strategy for Aotearoa include?

A bioeconomy can be done without a circular economy. It seems to us that a bioeconomy is only a way to reduce the use of fossil fuels rather than adopting a circular economy. Therefore, bioeconomy should be part of the energy strategy.

That being said, we acknowledge that all those strategies must be consistent together in order to have a holistic view of our society. Indeed, those strategies should not be seen as separate silos.

Do you agree the bioeconomy should be included within a circular economy strategy?

☐ Yes

☒ No

48. What are your views of the potential proposals we have outlined? What work could we progress or start immediately on a circular economy and/or bioeconomy before drawing up a comprehensive strategy?

The strategy should be the first work in order to have a holistic view of the issues and solutions. Without a strategy, the Government could lock itself in meaningless and ineffective actions.

49. What do you see as the main barriers to taking a circular approach, or expanding the bioeconomy in Aotearoa?

The main barriers are:

- Lack of information, which does not help the consumer in its choices
- People's mindset and resistance to change. As mentioned in the consultation document, people are set in a convenient linear economy
- Industrials' mindset and resistance to change
- Costs and lack of investment return: Low-emissions investments often cost more than other investments. Also, low emissions investments often have a lower investment return.
- Cost for consumer: Low emissions goods and services can be costly. Therefore, consumer will often choose the low-cost and high carbon options.

50. The Climate Change Commission notes the need for cross-sector regulations and investments that would help us move to a more circular economy. Which regulations and investments should we prioritise (and why)?

We tend to think that the change occurs 'bottom-up'. Therefore, we recommend the Government to invest in education and increased transparency.

With more information and more understanding, we believe that consumers can make an informed decision and make the right choice to enter in a circular economy. The cascade effect is that if consumers buy low-emissions goods that are part of a circular economy, industrials will follow the trend and adapt to consumers choices.

51. Are there any other views you wish to share in relation to a circular economy and/or bioeconomy?

-

Transport (p.54)

We are proposing four new transport targets in the emissions reduction plan, and are seeking your feedback.

52. Do you support the target to reduce VKT by cars and light vehicles by 20 per cent by 2035 through providing better travel options, particularly in our largest cities, and associated actions?

☒ Yes

☐ No

In the Wairarapa, our transport emissions increased by 41% since 2000 and are the second biggest source after agriculture.

We agree with the target and associated actions in principle. However, the three Wairarapa District Councils do not have in house expertise to provide technical advice on finer details.

We are concerned that low emissions public and shared transport and walking and cycling infrastructure will be implemented in metropolitan areas in a first place. Rural and provincial areas like our district that are sparsely populated, with longer distances to travel between townships and urban areas, with a large network of unsealed roads, very limited public transport, and often with a low-income and small ratepayer base will find the transition to low carbon transport difficult. We would like the Government to specifically address our low-income and provincial/rural communities to ensure that those more vulnerable are not penalised and/or ostracised.

53. Do you support the target to make 30 per cent of the light vehicle fleet zero-emissions vehicles by 2035, and the associated actions?

☒ Yes

☐ No

We agree with the target and associated actions in principle. However, the three Wairarapa District Councils do not have in house expertise to provide technical advice on finer details.

In rural areas, it is of major importance to increase the EV charging network in order to reduce the 'black spots'. Roll out of adequate infrastructure will present a financial burden even with Central Government support. The three Wairarapa District Councils are concerned that the required infrastructure (such as electric chargers, servicing of EVs etc) may be slower to roll out since the more populated and metropolitan areas will take priority and consume the resources and expertise to meet the timelines, and are economically more justifiable.

Uptake of light EVs will depend on the cost of EVs and infrastructure. The cost of EVs and availability of electric off road and high-performance vehicles is likely to add to somewhat difficult transformation for rural and provincial areas. The government would need to develop a strategy that covers how the transport transformation will play out for both urban and rural/provincial areas, and what is expected of Local Government.

The complexity of climate change is all encompassing and the three Wairarapa District Councils are concerned that the Government (central and local) will struggle with resourcing, alongside already significant RMA and 3 water reforms, just to name a few.

54. Do you support the target to reduce emissions from freight transport by 25 per cent by 2035, and the associated actions?

☒ Yes

☐ No

We agree with the target and associated actions in principle. However, the three Wairarapa District Councils do not have in house expertise to provide technical advice on finer details.

We commend the Government on the implementation of the New Zealand Rail Plan. The transport emissions increased by 41% in the Wairarapa since 2000. Part of this increase is due to increased traffic of log trucks. We would like to see the rail network more efficiently used in order to reduce trucks and increased rail transportation (for logs and other goods).

55. Do you support the target to reduce the emissions intensity of transport fuel by 15 per cent by 2035, and the associated actions?

☒ Yes

☐ No

See question 54.

56. The Climate Change Commission has recommended setting a time limit on light vehicles with internal combustion engines entering, being manufactured, or assembled in Aotearoa as early as 2030. Do you support this change?

☒ Yes

☐ No

If so, when and how do you think it should take effect?

The latest IPCC report stated that action cannot wait. Therefore, we must act quickly to have a chance to reduce our emissions and avoid dramatic impacts linked to climate change.

Therefore, the three Wairarapa District Councils support the Climate Change Commission recommendation.

57. Are there any other views you wish to share in relation to transport?

Here again, the three Wairarapa District Councils recommend the government to have a holistic and inclusive view of the transitioning key sectors.

For example, we cannot increase EV fleet (transport) without updating the charging infrastructure (energy and industry).

Energy and industry (p.81)

Energy strategy

58. In your view, what are the key priorities, challenges and opportunities that an energy strategy must address to enable a successful and equitable transition of the energy system?

We support the development of an energy strategy to provide clear direction for Aotearoa to transition to low carbon living, including ensuring the security and capacity of our national electrical grid and infrastructure.

We have some concern whether there is enough capacity (both central and Local Government, and sectors) to deliver on such a scale and at a pace required for the transformation to occur. It is critical for the Government to ensure reliability and security of electricity supply as we transition into 100% renewable electricity.

The three Wairarapa District Councils support banning coal in general. Burning coal has significant impact on air quality, especially in winter. Currently, councils can ban use of coal through a bylaw however it is more efficient to apply national standard/direction. The proposed Air Quality National Environmental Standard does not go far enough to ban coal.

Consecutive governments have failed to deal with the housing crisis in Aotearoa. The quality of our housing stock is substandard, and energy efficiency even of governmental buildings and property have a way to go. Many funding schemes such as EECA's Warmer Kiwi Homes have been great but nowhere near enough to meet the needs.

The local building sector is concerned that requiring higher efficiency standards (e.g. Green 5 Star rating) will add more cost to already very costly housing stock. There is also opportunity to look into the construction sector and renewable and natural building materials (production forestry could play significant role in a high value timber products). Significant advances, not just for reducing carbon emissions, can be gained by 'greening' the building materials supply chain and addressing construction waste.

We need a concerted effort to accelerate the production and transport of hydrogen for energy requirements in NZ. Incentives and lessons from overseas can be adopted and potentially enable NZ to leapfrog internal substitute technologies. This needs to be looked at in the context of our needs for water resilience too.

To ensure the success of the energy strategy, Government must have an holistic approach of the energy and industry sector. Long term impacts must be identified to reduce the risks and enable a successful and equitable transition of the energy system.

59. What areas require clear signalling to set a pathway for transition?

- Decarbonise the energy production
- Decarbonise the industry
- Prepare for the future and adapt the electricity network to increased demand
- Mandate a certain level of energy production on each new building / dwelling

Obviously these four areas will need much investigation to ensure an equitable and fair transition. This must be done holistically and inclusively.

Setting targets for the energy system

60. What level of ambition would you like to see Government adopt, as we consider the Climate Change Commission's proposal for a renewable energy target?

We do not have the skills and expertise to answer this question.

However, we would like to encourage the Government to be ambitious in order to achieve our international and national commitments regarding our emissions.

Phasing out fossil gas while maintaining consumer wellbeing and security of supply

61. What are your views on the outcomes, scope, measures to manage distributional impacts, timeframes and approach that should be considered to develop a plan for managing the phase out of fossil gas?

- Act quickly:

The latest IPCC report stated that action cannot wait. Therefore, we must act quickly to have a chance to reduce our emissions and avoid dramatic impacts linked to climate change.

- Act equitably:

It is important to make sure that the transition is a smooth transition that does not have a disproportional impact on the population (businesses, communities, etc).

- Consult the population:

In order to ease the resistance from the population to this change, effective communication and consultation is required.

However, we do not have the skills and expertise to answer this question more precisely.

Decarbonising the industry sector

62. How can work underway to decarbonise the industrial sector be brought together, and how would this make it easier to meet emissions budgets and ensure an equitable transition?

We do not have the skills and expertise to answer this question.

63. Are there any issues, challenges and opportunities for decarbonising the industrial sector that the Government should consider, that are not covered by existing work or the Climate Change Commission's recommendations?

We do not have the skills and expertise to answer this question.

Addressing current data gaps on New Zealand's energy use and associated emissions through an Energy and Emissions Reporting scheme

64. In your view, should the definition of a large energy user for the purposes of the proposed Energy and Emissions Reporting scheme include commercial and transport companies that meet a specified threshold?

☒ Yes

☐ No

Except small businesses (threshold to be defined), businesses should have a climate change strategy that includes a yearly greenhouse gas inventory and an action plan. These documents should be publicly available (see question 19.). This requirement

65. We have identified a proposed threshold of 1 kt CO₂e for large stationary energy users including commercial entities. In your view, is this proposed threshold reasonable and aligned with the Government's intention to meet emissions budgets and ensure an equitable transition?

☐ Yes

☒ No

In our view, this threshold is too high and should be lowered in order to capture smaller industries as well as larger ones.

66. In your view, what is an appropriate threshold for other large energy users such as transport companies?

We do not have the skills and expertise to answer this question.

67. Are there other issues, challenges or opportunities arising from including commercial and transport companies in the definition of large energy users for the purposes of the proposed Energy and Emissions Reporting scheme that the Government should consider? Supporting evidence on fleet size and characteristics is welcomed.

We do not have the skills and expertise to answer this question.

Supporting development and use of low-emissions fuels

68. What level of support could or should Government provide for development of low-emissions fuels, including bioenergy and hydrogen resources, to support decarbonisation of industrial heat, electricity and transport?

The Government should provide an appropriate level of support that reflects its ambition on the development and use of low-emissions fuels. This level of support must allow a quick decarbonisation of industrial heat, electricity and transport to achieve our international and national commitments regarding our emissions.

69. Are there any other views you wish to share in relation to energy?

Here again, the three Wairarapa District Councils recommend the government to have a holistic and inclusive view of the transitioning key sectors.

Building and construction (p.90)

70. The Climate Change Commission recommended the Government improve the energy efficiency of buildings by introducing mandatory participation in energy performance programmes for existing commercial and public buildings. What are your views on this?

We think that energy performance programmes are a great way to reduce emissions.

The three Wairarapa District Councils are already taking action to realise energy audits on our buildings and improve their performance. Some actions can be easily done and have a quick investment return. Being small councils, other actions may be out of our reach but every single step in the right direction counts.

If those programmes become mandatory, the overall building emissions can be reduced with limited investments.

71. What could the Government do to help the building and construction sector reduce emissions from other sectors, such as energy, industry, transport and waste?

Policies and regulations must reflect the Government's ambition to reduce the emissions. Also, we recommend that the Government supports the different sectors in their transition.

72. The Building for Climate Change programme proposes capping the total emissions from buildings. The caps are anticipated to reduce demand for fossil fuels over time, while allowing flexibility and time for the possibility of low-emissions alternatives. Subsequently, the Climate Change Commission recommended the Government set a date to end the expansion of fossil gas pipeline infrastructure (recommendation 20.8a).

What are your views on setting a date to end new fossil gas connections in all buildings (for example, by 2025) and for eliminating fossil gas in all buildings (for example, by 2050)?

The three Wairarapa District Councils support this recommendation. This will have a positive effect on emissions but also on buildings' health (and therefore human health) which is a real issue in New Zealand (see question 16.)

We support the views on setting a date to end new fossil gas connections in all buildings by 2025 and for eliminating fossil gas in all buildings. However, this should happen before 2050. Indeed, the latest IPCC report stated that action cannot wait. Therefore, we must act quickly to have a chance to reduce our emissions and avoid dramatic impacts linked to climate change.

How could Government best support people, communities and businesses to reduce demand for fossil fuels in buildings?

Low-income families, disadvantages communities and small businesses will need financial help in order to eliminate fossil gas from their building. We recommend that the government increase its funding options to those most in need to help them in their transition.

Also, policies and regulations could be set up to help / mandate the owners of rentals to reduce demand for fossil fuels in their properties.

73. The Government is developing options for reducing fossil fuel use in industry, as outlined in the Energy and industry section. What are your views on the best way to address the use of fossil fuels (for example, coal, fossil gas and LPG) in boilers used for space and water heating in commercial buildings?

We do not have the skills and expertise to answer this question.

74. Do you believe that the Government's policies and proposed actions to reduce building-related emissions will adversely affect any particular people or groups?

☒ Yes

☐ No

If so, what actions or policies could help reduce any adverse impacts?

Potentially, disadvantaged communities may be adversely affected by the Government's policies and proposed actions. To mitigate this risk, the Government should make sure timeframes are well set up. They need to be fast enough to reduce our overall emissions and slow enough for the population to be able to adapt to the change. Also, subsidies and other financial help will greatly help disadvantaged communities.

Another effect could be that businesses reflect the price of their transition in their products and services. This impact can be mitigated with the NZ ETS. Indeed, the increased carbon price will increase the price of high-emissions goods. Therefore, low-emissions goods should be cheaper.

Also, the construction sector will need to adapt to new ways of building. Therefore, the Government should support this transition with appropriate training.

75. How could the Government ensure the needs and aspirations of Māori and iwi are effectively recognised, understood and considered within the Building for Climate Change programme?

This programme needs to be developed in coordination and partnership with Māori and iwi in order to adopt their thinking and holistic approach and consider their issues and what they wish to achieve. This way will ensure a just, equitable and inclusive transition.

76. Do you support the proposed behaviour change activity focusing on two key groups: consumers and industry (including building product producers and building sector tradespeople)?

☒ Yes

☐ No

What should the Government take into account when seeking to raise awareness of low-emissions buildings in these groups?

- Education and awareness:

Education and awareness should be considered (see question 42.). We think that the change will occur 'bottom-up'. If customers ask for sustainable smaller houses, then the building industry will adapt to the change. Education and awareness also avoid the 'greenwashing' trap.

- Training and mentoring:

Also, it is good to support training in the building industry. Indeed, there are not enough people with the skills required to build sustainable buildings. Finding the skills can be a barrier to customers who want to have a sustainable building.

77. Are there any key areas in the building and construction sector where you think that a contestable fund could help drive low-emissions innovation and encourage, or amplify, emissions reduction opportunities? Examples could include building design, product innovation, building methodologies or other?

We do not have other key areas in mind. However, we do think that low-emissions housing designs are already well known. Therefore, we support innovation in building materials and large building designs. As explained in question 76., we also support training/mentoring.

78. The Ministry of Business, Innovation and Employment (MBIE) is considering a range of initiatives and incentives to reduce construction waste and increase reuse, repurposing and recycling of materials. Are there any options not specified in this document that you believe should be considered?

All the options seem to be considered and should appear in the Circular Economy Strategy.

79. What should the Government take into account in exploring how to encourage low-emissions buildings and retrofits (including reducing embodied emissions), such as through financial and other incentives?

Financial incentives are very important, especially to mitigate the impact on disadvantaged communities (see above questions).

Training, educating and raising awareness are also very important to educate people so they embrace the change and do not resist against it (see above questions).

80. What should the Government take into account in seeking to coordinate and support workforce transformation, to ensure the sector has the right workforce at the right time?

Adapted training seems to be the right way to ensure that the sector has the right workforce at the right time. This means training current and future workforce to ensure the sector has the right workforce at the right time.

81. Our future vision for Aotearoa includes a place where all New Zealanders have a warm, dry, safe and durable home to live in. How can we ensure that all New Zealanders benefit from improved thermal performance standards for our buildings?

The Government should financially help owners to retrofit their properties by following minimum standards. The current standards are not high enough to ensure warm, dry, safe and durable home.

Also, introducing mandatory scores (see question 16.) are a good way to increase people awareness. This kind of score is well used in other countries and very useful to tenants and/or future owners.

82. Are there any other views you wish to share on the role of the building and construction sector in the first emissions reduction plan?

Here again, the three Wairarapa District Councils recommend the government to have a holistic and inclusive view of the transitioning key sectors.

Agriculture (p.97)

83. How could the Government better support and target farm advisory and extension services to support farmers and growers to reduce their emissions?

The existing sector (particularly the regional councils and CRIs) advisory resources will not be enough to deliver on the transformation required. Current new requirements are already putting pressure on the sector's advisory and farm consultancy services (e.g. compulsory farm planning and freshwater regulatory requirements). The Government should also in partnership with agricultural sectors provide support and advice for farmers to build on the existing environmental image and take the advantage of 'low emissions branding' and promotion to enable greater access to the global market.

Using existing groups seems to be the best short-term option. Indeed, those groups are established in the rural communities and have the trust of the farming community. However, those groups are already under high pressure and under-resourced. Therefore, they will need more support to be able to deliver appropriate support to farmers.

We would like to comment He Waka Eke Noa. This programme will also need more support.

How could the Government support the specific needs of Māori-collective land owners?

Māori are lacking time and resources. Therefore, they will need support to be able to provide support and work collaboratively with the Government. A genuine collaboration and engagement will allow the Government to support the specific needs of Māori-collective land owners.

84. What could the Government do to encourage uptake of on-farm mitigation practices, ahead of implementing a pricing mechanism for agricultural emissions?

The Government could encourage the encourage uptake of on-farm mitigation practices by celebrating successes of farmers, raising awareness, and educating the farming and wider community.

It has been shown that the farmers tend to do what is right. However, to do so, they need to know about the different options available. That is why communication is one of the keys for success.

85. What research and development on mitigations should Government and the sector be supporting?

Several research and development on mitigations should be supported:

- Increase understanding of carbon sequestration in the soil and in wetlands to promote regenerative farming practices and wetland restoration.
- Support the research on low methane emissions livestock (through breeding)
- Support the research for nitrous oxide inhibitors

Also, the government should look into how it funds research in Aotearoa. The competitive nature of research funding takes significant time away from the research itself.

86. How could the Government help industry and Māori agribusinesses show their environmental credentials for low-emissions food and fibre products to international customers?

We think that the environmental credentials for low-emissions food and fibre products should be shown to local and international customers.

A certified label could be created. This label must be easily understood by all and have well designed and controlled specifications to avoid greenwashing.

87. How could the Government help reduce barriers to changing land use to lower emissions farming systems and products? What tools and information would be most useful to support decision-making on land use?

In our views, some of the barriers are:

- Resistance to change
- Fear to financial losses

See question 84. to understand how barriers can be reduced.

88. Are there any other views you wish to share in relation to agriculture?

Here again, the three Wairarapa District Councils recommend the government to have a holistic and inclusive view of the transitioning key sectors.

Waste (p.101)

89. The Climate Change Commission's recommended emissions reduction target for the waste sector significantly increased in its final advice. Do you support the target to reduce waste biogenic methane emissions by 40 per cent by 2035?

☒ Yes

☐ No

We agree with the target and associated actions in principle. However, the three Wairarapa District Councils do not have in house expertise to provide technical advice on finer details.

If we don't support a target towards reduction, it is just going to further increase

90. Do you support more funding for education and behaviour change initiatives to help households, communities and businesses reduce their organic waste (for example, food, cardboard, timber)?

☒ Yes

☐ No

Education is key to behaviour change and not just in schools, communities, and businesses (large and small). They need to be encouraged to reduce waste. To rethink waste towards a circular economy.

91. What other policies would support households, communities and businesses to manage the impacts of higher waste disposal costs?

Waste management site plans need to be supported and implemented in the building industry. They need to contribute by encouraging the building industry to reduce building materials to be reused or recycled instead of landfill disposal which is adding to methane emissions, especially currently in this building and demolition boom. Product Stewardship needs to be implemented more.

92. Would you support a proposal to ban the disposal of food, green and paper waste at landfills for all households and businesses by 1 January 2030, if there were alternative ways to recycle this waste instead?

☒ Yes

☐ No

Methane emissions from landfill are caused by organic waste. Therefore, several options exist to reduce these emissions:

- Promote home composting
- Systematise and make mandatory organic waste collection
- Install landfill gas capture systems to capture methane created by organic waste
- Treat organic waste (compost and/or digestion to create and collect methane) and ban organic materials going to all landfills

In our views, these actions are the three most important ones to reduce emissions from landfills. However, these actions must be done carefully to prevent any adverse effects and ensure an equitable transition. That is why we recommend:

- Promotion of home composting is already done in many districts. More support could be offered to the communities by proposing more workshops and having cheaper composting bins for example.
- Collection of organic waste can be done quickly. It is already done in some districts and is very successful.
- Currently, organic waste is sent to landfill. Therefore, we recommend installing landfill gas capture systems in all suitable sites in order to collect the methane produced. Even if organic waste is banned from all landfill, those systems will still be useful since organic waste release methane for a long period of time after disposal. Those systems must be installed quickly enough to reduce our methane emissions and achieve our targets. Many districts do not have the resources or infrastructure for a commercial composting facility. Strategies and funding must be in place to mandate landfill gas capture and the ban of organic materials going to all landfills. Scale should be considered as well.

New Zealand has very few organic waste treatment plants. These plants are expensive, and it can be challenging to install them (consent processes, etc). Therefore, we recommend the Government to support those plants installation in any way that is suitable. Until New Zealand has enough facilities to properly treat organic waste, we recommend organic waste to only be sent to landfill installing landfill gas capture systems.

93. Would you support a proposal to ban all organic materials going to landfills that are unsuitable for capturing methane gas?

☒ Yes

☐ No

See question 92.

94. Do you support a potential requirement to install landfill gas (LFG) capture systems at landfill sites that are suitable?

☒ Yes

☐ No

See question 92.

95. Would you support a more standardised approach to collection systems for households and businesses, which prioritises separating recyclables such as fibre (paper and cardboard) and food and garden waste?

☒ Yes

☐ No

We support separating recyclables at the source (households and businesses) in order to increase efficiency in waste treatment.

However, to achieve this, three actions must be considered:

- More options for waste collection:

Options for households to separate recyclables (food waste collection, etc) must be available. Without those options available, we cannot expect New Zealanders to be able to separate recyclables.

- Education:

Education is a very effective way to make sure people separate the recyclables effectively.

- Consistency:

To increased consistency and make it easier for New Zealanders, we would also recommend having one standard used in all the districts in New Zealand Aotearoa (e.g. one bin colour per type of waste).

96. Do you think transfer stations should be required to separate and recycle materials, rather than sending them to landfill?

☒ Yes

☐ No

Waste going to landfill must be reduced to a minimum in order to enter in a circular economy.

We recommend separating recyclables at the source (See question 95.) but all the steps of waste treatment should also separate and recycle materials.

97. Do you think the proposals outlined in this document should also extend to farm dumps?

☒ Yes

☐ No

However, the Government must be conscious of the pressure the farmer community is already under. Therefore, those proposals must be adapted to reduce adverse impacts and limit pressure on farmers.

98. Do you have any alternative ideas on how we can manage emissions from farm dumps, and waste production on farms?

- Refuse to bury or burn
- Reduce waste
- Set targets for Farms to reduce waste
- Utilise Agrecovery recycling programmes
- Seek alternative products

99. What other options could significantly reduce landfill waste emissions across Aotearoa?

Education Campaigns that Reduce Food Waste is number 1.

We need to put funding into rolling out food waste collections at kerbside at all 68 Councils and have some options of types of food waste commercial composting across the country. That is key to targeting reduction in methane emissions reductions.

F-gases (p.110)

100. Do you think it would be possible to phase down the bulk import of hydrofluorocarbons (HFCs) more quickly than under the existing Kigali Amendment timetable, or not?

☐ Yes

☐ No

We do not have the skills and expertise to answer this question.

101. One proposal is to extend the import phase down to finished products containing high-global warming potential HFCs. What impact would this have on you or your business?

We do not have the skills and expertise to answer this question.

102. What are your views on restricting the import or sale of finished products that contain high-global warming potential HFCs, where alternatives are available?

We do not have the skills and expertise to answer this question.

103. What are your views on utilising lower global warming potential refrigerants in servicing existing equipment?

We do not have the skills and expertise to answer this question.

104. Do you have any thoughts on alternatives to HFC refrigerants Aotearoa should utilise (eg, hydrofluoroolefins or natural refrigerants)?

We do not have the skills and expertise to answer this question.

105. Can you suggest ways to reduce refrigerant emissions, in combination with other aspects of heating and cooling design, such as energy efficiency and building design?

We do not have the skills and expertise to answer this question.

Forestry (p.115)

106. Do you think we should look to forestry to provide a buffer in case other sectors of the economy under-deliver reductions, or to increase the ambition of our future international commitments?

☐ Yes

☒ No

Forestry should not delay or reduce our efforts to reduce emissions. Reducing our gross emissions is highly important if we want to effectively mitigate climate change.

That is the reason why Carterton and South Wairarapa District Councils set up targets on gross emissions rather than on net emissions. Indeed, it is an illusion to rely on carbon sequestration to achieve carbon reduction (and carbon reduction targets).

107. What do you think the Government could do to support new employment and enable employment transitions in rural communities affected by land-use change into forestry?

Land-use change into forestry must be carefully planned in order to protect rural areas (sheep and beef sector, productive land). This transition must be equitable. To do so, taking a holistic (consider social, cultural environmental and economic impacts) and flexible approach (use feedback received and adapt the strategy based on that feedback) are key to successful outcomes.

To support new employment and enable employment transition, adapted training should be provided to current and future workforce.

108. What's needed to make it more economically viable to establish and maintain native forest through planting or regeneration on private land?

We would like the Government to look into creating a native forest funding scheme for landowners where 50% of funding comes from either regional or Central Government and 50% from significant carbon emitters.

However, careful analysis would need to be undertaken to prevent offsetting by significant emitters to be the only way of reducing their carbon emissions and putting even more pressure on the productive land.

109. What kinds of forests and forestry systems, for example long-rotation alternative exotic species, continuous canopy harvest, exotic to native transition, should the Government encourage and why?

- Native forests:

The three Wairarapa District Councils support permanent native forest planting. We would also like to see not only Government's financial support for increasing permanent native forests to provide a long-term carbon sink but also a strategic plan for a roll out as well as support for co-ordination and implementation at regional level. This would allow for leveraging off and connecting with the existing planting programmes at regional and catchment levels. Current funding schemes and levels of support for native afforestation have not been sufficient to drive the change needed. Incentives should recognise the multiple co-benefits of native forests and indigenous ecosystems in general.

- Exotic forests:

Whilst we are in support of native forests as a long-lived source of carbon removal, we also support the right tree in the right place approach especially where non-native trees perform better e.g. for road stabilisation.

- Forest management:

We strongly encourage the Government to ensure that wider environmental degradation from production forestry is brought to minimum. So far, we have collectively failed to effectively deal with the environmental consequences of forest harvesting.

We also encourage the Government to enable opportunities for raw logs being processed in Aotearoa instead being shipped overseas adding even more to our transport carbon footprint.

We would also like to see the Government incentivise 'multi-purpose' permanent forest e.g. the permanent forest with mountain bike tracks including educational component about the role of permanent forestry sink.

- Careful planning:

We are also concerned that the rural/provincial areas will be picking up too much of the burden, through the ongoing drive to increase plantation forestry, which will come at the expense of the sheep and beef sector. This means we will be replacing relatively low intensity land use (sheep and beef) with a high intensity land use (plantation forestry). This will result in environmental, economic and social costs for rural communities that will be disproportionate to their proportion of the population.

We would like to see clear criteria for what type of land is put into forestry. We do not want to see our productive land being permanently lost to carbon farming. We need to ensure the security and economic stability of our food production, and viability of our rural communities.

a. Do you think limits are needed, for example, on different permanent exotic forest systems, and their location or management? Why or why not?

Limits are needed to protect the sheep and beef sector and productive land. We also think that limits to exotic forest are needed in order to increase native forest planning.

b. What policies are needed to seize the opportunities associated with forestry while managing any negative impacts?

We do not have the skills and expertise to answer this question.

110. If we used more wood and wood residues from our forests to replace high-emitting products and energy sources, would you support more afforestation? Why or why not?

☒ Yes

☐ No

The three Wairarapa District Council support afforestation with the requirements explained in question 109.

However, harvest is currently inefficient. Indeed, losses of fibres are important and should be reduced to a minimum. These losses are usually made of poor-quality wood so cannot be used as building materials. However, they can be transformed in biofuels such as wood pellets. Therefore, we would like to see an increased efficiency in harvesting (and processing).

Why or why not?

See above question.

111. What role do you think should be played by:

Please provide reasons for your answers.

a. Central and local governments in influencing the location and scale of afforestation through policies such as the resource management system, ETS and investment

- Central Government:

Central Government should set up broad policies that will empower the country to achieve its emissions targets. We also encourage Central Government to increase funding and investments to increase native forest planting (see question 108.) and support Local Government, private sector, and communities. We support the Government overseeing the ETS to make sure the scheme is in line with the emissions budgets.

- Local Government:

Local Government, overseeing land planning, should set up policies aligned with the government policies and regulations. Because Local Government has a good understanding of its land, it is the right entity to support the right tree in the right place approach (through policies, resource management and funding).

b. The private sector in influencing the location and scale of afforestation?

- Private sector:

We think that the consultation of private sector is of major importance to understand their views regarding afforestation. Indeed, their knowledge of the land should be considered before making policies to support the right tree in the right place approach.

We would also emphasise that Māori must also be consulted since they own the knowledge and the history of the land.

112. Pests are a risk to carbon sequestration and storage in new, regenerating and existing forest. How could the Government support pest control/management?

Pests are indeed an important risk to forestry and native ecosystems. This risk is very likely to increase in the near future due to Climate Change.

Also, the stakeholders currently in charge of pests control (DoC, Local Government, community groups, etc) are already under huge pressure (lack of resources such as time, budget, etc). Therefore, we would like the government to increase support to these stakeholders in order to support and increase pests control.

113. From an iwi/Māori perspective, which issues and potential policies are a priority and why, and is anything critical missing?

We do not represent an iwi/Māori perspective.

114. Are there any other views you wish to share in relation to forestry?

Here again, the three Wairarapa District Councils recommend the government to have a holistic and inclusive view of the transitioning key sectors.

Taking action

Do you have any examples of your organisation demonstrating leadership and taking action to reduce GHG emissions you could share with us? If so, briefly describe the example.

Note: we intend include case studies in the final ERP. We may be in contact with you to use your example for this purpose. Examples will only be used if permission is given.

The three Wairarapa District Councils are taking action to mitigate and adapt to climate change. More information here:

- <https://cdc.govt.nz/services/sustainability/climatechange/>
- <https://swdc.govt.nz/community/climate-change/>
 - Carterton and South Wairarapa District Councils adopted the Ruamāhanga (climate change) Strategy and action plan in 2020. This strategy aims to mitigate climate change.
- <https://mstn.govt.nz/council-2/climate-change/>
 - Masterton District Council actively supports a community climate change focus group to establish a set of actions for our district. These actions will be adopted in 2022.

SOUTH WAIRARAPA DISTRICT COUNCIL

17 NOVEMBER 2021

AGENDA ITEM C7

PEDESTRIAN IMPROVEMENTS TO BIDWILLS CUTTING ROAD

Purpose of Report

To inform Councillors of engagement with Kuranui College regarding Pedestrian Improvements on Bidwills Cutting Road adjacent to Five Rivers Hospital.

Recommendations

Officers recommend that the Council:

1. *Receive the information.*
2. *Recommend that the option shown on amended Plan C01 Bidwills Cutting Road Improvements-Pedestrian access and safety improvements to Five Rivers Hospital be accepted.*

1. Executive Summary

Kuranui College engagement has been undertaken with agreement and understanding of the scale of project works and upgrade.

All proposed works will be carried out in terms of Waka Kotahi Specifications and standards along with South Wairarapa District Council Roadway Asset Management Plan.

2. Background

The resolution from the Council meeting dated 15 September 2021 was to engage with Kuranui College as the main affected party. Plans and an outline of the Road upgrade project were forwarded to the College for consideration and feedback.

3. Discussion

3.1 Kuranui College engagement

The Roadway Manager met with Kuranui College Principal Mr Fuller and Principals PA/EO Mrs Crimp to explain the layout shown on Plan C01 and the overall impact on students parking along with their movements to and from the College gate. This meeting also included a visit to the site along Bidwills Cutting Road to visualise the proposed changes.

The request was to see if the designers can accommodate slightly deeper carparks to assist with manoeuvrability for students reversing out. This has been achieved increasing the

carpark depth to 4.4 metres from 4.0 metres and a reduction of footpath width to 1.8 metres from 2.2m. Minimum footpath width standard is 1.5m.

The loss of carparks due to the installation of the build out of the pedestrian refuse was discussed and agreed that additional parks would be installed at the end of the existing parks adjacent to the Five Rivers Hospital to compensate for this.

It was also noted that the installing of the existing parking was historically funded by the SWDC.

Kuranui College will be kept updated with construction programming and progress.

3.2 Greytown Community Board feedback

3.2.1. Construction of Guard rail.

Discussions will be had with Waka Kotahi to see if this is an option following final approval. Noting there are major delays in importing the product due to shipping and port delays.

3.2.2. Pedestrian crossing installation adjacent to Five Rivers Hospital

This has been considered and ruled out on safety grounds. The two major factors are.

- The turning movements and right turn bays into Arbor place and Five Rivers are in this proximity and this would create potential conflict and confusion to all vehicle and pedestrian movements.
- The environmental visual constraints of the open College sports fields and the Five Rivers Hospital being set back from the boundary along with the proximity of the 70km per hour speed zone are not conducive to slower speeds. Vehicle speeds will be higher in this location than the proposed. The concerns of pedestrians crossing private entranceways and Arbor Place are noted but exit and entry speed are very slow, and Arbor Place will be controlled by new signage and markings.

3.2.3. Five Rivers Hospital Entrance

Work with the Five Rivers Consultants and Contractors has been carried out to ensure their entranceway works and Resource Consent requirements meet the proposed works outlined on Plan C01 prior to opening.

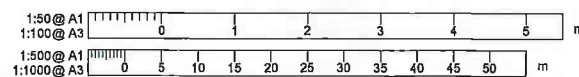
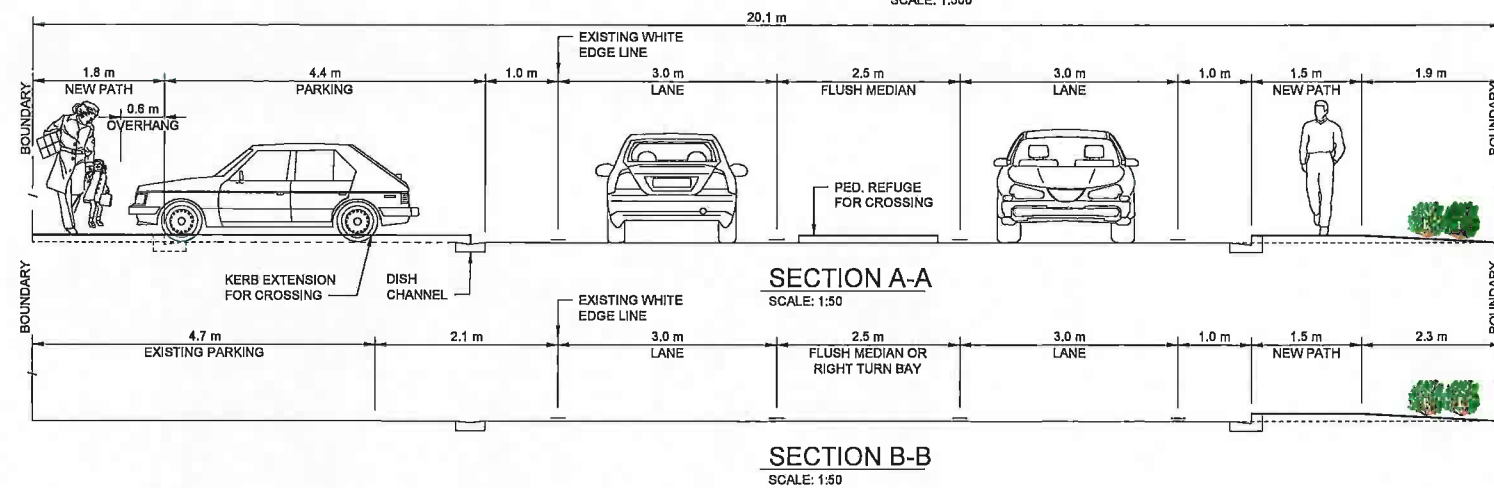
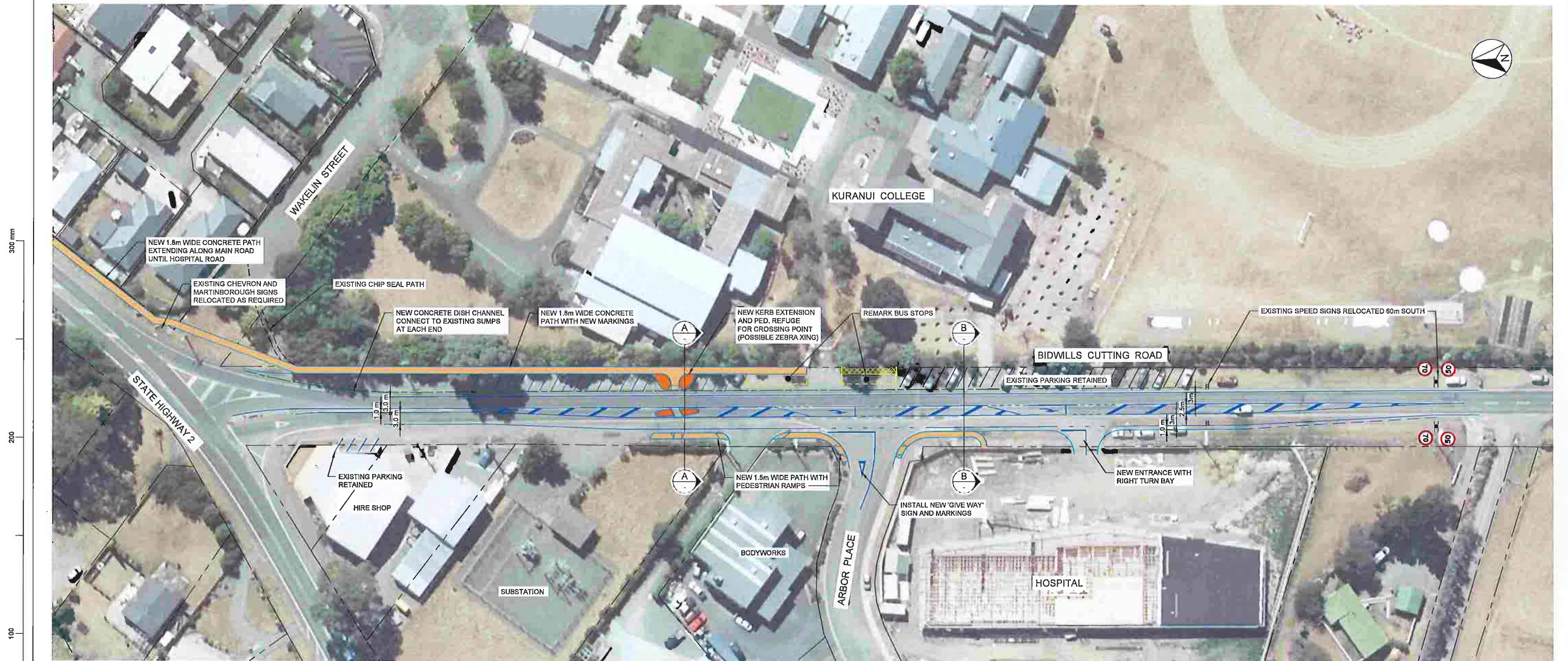
4. Appendices

Appendix 1 – Bidwills Cutting Road Improvements-Pedestrian access and safety improvements to Five Rivers Hospital

Contact Officer: Tim Langley, Roading Manager

Reviewed By: Harry Wilson, Chief Executive Officer

Appendix 1 – Bidwills Cutting Road Improvements - Pedestrian access and safety improvements to Five Rivers Hospital



| REVISION | AMENDMENT | APPROVED | DATE |
|----------|-------------------------|----------|------------|
| A | FOR CLIENT REVIEW | D.H. | 17-08-2021 |
| B | AMENDED | D.H. | 01-10-2021 |
| C | NEW PATH WIDTHS AMENDED | D.H. | 10-11-2021 |
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CIVIL

| SCALES | DESIGNED | APPROVED | ORIGINAL SIZE |
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| DRAWN | DESIGN VERIFIED | APPROVED DATE | |
| B CRAIG | D HUANG | 17-08-2021 | |
| D HUANG | | | |

CONCEPT

PROJECT
SOUTH WAIRARAPA DISTRICT COUNCIL
BIDWILLS CUTTING ROAD, GREYTOWN
ROAD UPGRADE
TITLE
OPTION 1
LAYOUT PLAN AND CROSS SECTIONS
WSP PROJECT NO. (SUB-PROJECT)
5-C4368.02

SHEET NO.
C01

REVISION
C

SOUTH WAIRARAPA DISTRICT COUNCIL

17 NOVEMBER 2021

AGENDA ITEM C8

MĀORI STANDING COMMITTEE APPOINTMENTS

Purpose of Report

To seek a Māori Standing Committee external appointment decision from Council.

Recommendations

Officers recommend that Council:

1. *Receives the Māori Standing Committee Appointment Report*
2. *Resolves to make the following external appointment to the Māori Standing Committee: Violet Edwards (Kohunui Marae).*
3. *Resolves to make the following external appointment to the Māori Standing Committee: Lee Flutey (Kohunui Marae).*

1. Background

Schedule 7 of the Local Government Act 2002 (LGA) provides for local authorities to hold the meetings that are necessary for the good government of the region or district (clause 19); to appoint the committees, subcommittees and other subordinate decision-making bodies that it considers appropriate, including joint committees with other local authorities (clause 30); and to appoint or discharge any member of a committee or subcommittee (clause 31).

Council are being asked to make two appointments to the Māori Standing Committee (MSC).

2. Discussion

2.1 Māori Standing Committee

Schedule 7 cl 31 (3) of the LGA 2002 allows for the appointment of external members to a committee or subcommittee *‘a person who is not a member of the local authority or committee if, in the opinion of the local authority, that person has the skills, attributes, or knowledge that will assist the work of the committee or subcommittee.’*

Members are required to advise on tangata whenua and Māori interests in the Council’s major areas of activity and therefore recommended membership of the

committee should be representatives from the district's marae, iwi and Pae tū Mokai o Tauira. This is in line with the Terms of Reference.

Marae and iwi are asked to nominate their preferred representative/s to Council and Council then considers a report seeking their appointment to the Committee in accordance with the LGA.

On the 3 November 2021, Kohunui Marae advised that their preferred representatives on the MSC are Violet Edwards and Lee Flutey (refer Appendix 1).

3. Appendices

Appendix 1 – Kohunui Marae correspondence

Prepared by: Kaitlyn Carmichael, Committee Advisor

Reviewed by: Karen Yates, Policy and Governance Manager

Appendix 1 – Kohunui Marae correspondence

From: Cassandra Connolly <cass.connolly@gmail.com>
Sent: Wednesday, 3 November 2021 12:42 pm
To: Kaitlyn Carmichael Committee Advisor <kaitlyn.carmichael@swdc.govt.nz>
Cc: Terry Te Maari <terryte123@gmail.com>; Kohunui Marae <kohunuiwairarapa@gmail.com>; Violet Edwards <violete70@yahoo.com>
Subject: Standing committee nomination for Kohunui Marae

Morena Kaitlyn.

This email is to advise you of the official nominations we are putting forward as the representatives for Kohunui Marae on the Māori Standing Committee.

Violet Edwards has been primarily nominated with Lee Flutey to tautoko on behalf of the marae trustees.

Violet's email contact is violete70@yahoo.com

Mihi nui

Cassandra Connolly
Kohunui Marae Trustee

SOUTH WAIRARAPA DISTRICT COUNCIL

17 NOVEMBER 2021

AGENDA ITEM D1

ACTION ITEMS REPORT

Purpose of Report

To present the Council with updates on actions and resolutions.

Recommendations

Officers recommend that the Council:

- 1. Receive the District Council Action Items Report.*

1. Executive Summary

Action items from recent meetings are presented to Council for information. The Chair may ask the Chief Executive for comment and all members may ask the Chief Executive for clarification and information through the Chair.

If the action has been completed between meetings it will be shown as 'actioned' for one meeting and then will remain in a master register but no longer reported on. Procedural resolutions are not reported on.

2. Appendices

Appendix 1 - Action Items to 17 November 2021

Contact Officer: Suzanne Clark, Committee Advisor

Reviewed By: Harry Wilson, Chief Executive

Appendix 1 – Action Items to 17 November 2021

| Number | Raised Date | Responsible Manager | Action or Task details | Open | Notes |
|--------|-------------|---------------------|--|----------|--|
| 203 | 4-Dec-19 | Russell | Review all public excluded minutes and agenda documents relating to the sale of Tararua Junction and release them to the public provided there are no longer conditions under which they need to remain under public exclusion | Open | 6/10/20: The papers still contain sensitive information, timeframe for forwarding to council still TBC. 13/11/20: A road gazetting application (relating to Tararua Junction) is now being considered by the Ministry of Transport and we are awaiting an outcome. Once this has been determined the papers can be released 16/7/21: Hoping for approval w/c 19/7/21 12/11/21: Road now vested, PE documents to be released. |
| 20 | 5-Feb-20 | Karen | Develop a policy for the purposes of tracking and reporting LGOIMA requests | Actioned | 27/5/20: Work is underway 18/11/20: Still in progress 1/2/21: Draft internal policy has been developed and will be released shortly with staff training. The external information and request form will be included in the refreshed website. 21/7/21: Internal flow diagram and online form has been released. Training is provided to new staff. Additional support and refresher training from SOLGM is being investigated. External policy is in development. 12/11/21: internal flowchart has been developed – policy not required. Internal training and external policy being developed as BAU. |
| 636 | 25-Nov-20 | Stefan | Consider how cash donations should be handled and if they need to be considered within the Wairarapa Library Services policies or council finance policies and report back to the WLS on any action needed | Open | 31/3/21: Recommendation is that a Council-level policy statement be developed for managing cash donations or bequests being gifted to specific business units within Council. The policy relating to WLS will need to apply to both SWDC and CDC and be adopted by the Committee. |

| Number | Raised Date | Responsible Manager | Action or Task details | Open | Notes |
|--------|-------------|---------------------|---|----------|--|
| | | | | | 16/7/21: On the schedule as part of the policy review |
| 739 | 10-Feb-21 | Russell | <p>COUNCIL RESOLVED (DC2021/07):</p> <ol style="list-style-type: none"> 1. To receive the Recommendations from Planning and Regulatory Committee Report. (Moved Cr Fox/Seconded Cr Hay) Carried 2. To endorse the methodology used to establish the value of a 7000m2 section of legal, unformed road reserve (part of Hickson Street) contained within the property at 185 Boundary Road, Featherston. 3. To agree to sell and transfer that section of road to the owner of 185 Boundary Road, Featherston for the price of \$53,550 and all other costs relating to the stopping of the road, sale and transfer to be met by the purchaser. 4. To stop that section of road in accordance with Section 342 and Schedule 10 of the Local Government Act 1974. (Moved Cr West/Seconded Cr Vickery) Carried | Open | <p>31/3/21: Council decision presented to owner for consideration.</p> <p>12/11/21: Officers to check in with owners on their intention.</p> |
| 180 | 26-May-21 | Sheil | Prepare communications that are released alongside the LTP that explains that purpose of the water smarter meter trial and usefulness of meters as a conservation strategy | Open | <p>21/7/21: Awaiting a confirmed plan from WWL to be able to roll out our comms.</p> <p>6/9/21: Public comms is planned once trial participants have been confirmed and trial timeframe has been finalised. No comms is planned unless advised by WWL.</p> |
| 229 | 2-Jun-21 | Stefan | <p>COUNCIL RESOLVED (DC2021/37):</p> <ol style="list-style-type: none"> 1. To receive the Recommendations from Assets and Services Committee Report. (Moved Cr Fox/Seconded Cr Emms) Carried 2. To approve the programme of work to upgrade the Soldiers Memorial Park Water Treatment Plant in the Soldiers Memorial Park Reserve, Greytown and grant an easement to enable the upgrade of the water treatment plant to go ahead. 3. Note the supplementary information provided in this report in response to questions from the Assets and Services Committee. 4. Note that consultation with interested parties about the proposed | Actioned | <p>21/7/21: This was discussed at the A&S meeting mid June. WWL are revising the project plan based on additional info. Easements will be granted as agreed.</p> <p>12/11/21: Easement work completed. Actioned</p> |

| Number | Raised Date | Responsible Manager | Action or Task details | Open | Notes |
|--------|-------------|---------------------|--|----------|-------------------------|
| | | | <p>programme of work to upgrade the Memorial Park Water Treatment Plant in the Soldiers Memorial Park Reserve in Greytown has been carried out and that no comments have been received from the public in response to public notification of Wellington Water Ltd's application for proposed work.</p> <p>5. Approve the proposed programme of works to upgrade the Memorial Park Water Treatment Plant in the Soldiers Memorial Park Reserve in Greytown in accordance with Clauses 41 to 43 of the Soldiers Memorial Park Management Plan.</p> <p>6. Note that the application for an easement is not required to be publicly notified under section 48(2) and 48(3) of the Reserves Act 1977.</p> <p>7. Grant the easement for the provision of water systems over the area of land in Soldiers Memorial Park Reserve detailed in pages 4 to 5 of Wellington Water Ltd's application for proposed work in accordance with section 48(1)(e) of the Reserves Act 1977.</p> <p>8. Delegate to the Chief Executive the power to determine what conditions, if any, should apply to the easement and to finalise the easement.</p> <p>(Moved Cr Jephson/Seconded Cr Maynard) Carried</p> | | |
| 320 | 28-Jul-21 | Karen | <p>COUNCIL RESOLVED (DC2021/56):</p> <p>1. To receive the Proposed Alcohol Control Bylaw 2021 Report. (Moved Mayor West/Seconded Cr Colenso) Carried</p> <p>2. Agrees that, in accordance with section 147A of the Local Government Act 2002, the proposed bylaw is justified as a reasonable limitation on people's rights and freedoms.</p> <p>3. Agrees that, in accordance with section 155 (1) of the Local Government Act 2002, the proposed bylaw is the most appropriate way of addressing the perceived problem of crime or disorder caused or made worse by the consumption of alcohol in public places.</p> <p>4. Agrees that, in accordance with section 155(2) of the Local Government Act 2002, the proposed Alcohol Control Bylaw 2021 is the most appropriate form of bylaw and is not inconsistent with the New Zealand Bill of Rights Act 1990.</p> <p>5. Approves the consultation timeframes and approach described in the proposed Alcohol Control Bylaw 2021 Statement of Proposal.</p> <p>6. Adopts the proposed Alcohol Control Bylaw 2021 Statement of Proposal</p> | Actioned | 12/11/21: Bylaw adopted |

| Number | Raised Date | Responsible Manager | Action or Task details | Open | Notes |
|--------|-------------|---------------------|--|----------|--|
| | | | <p>including the proposed Alcohol Control Bylaw 2021 for public consultation in accordance with the Special Consultative Procedure, as provided in sections 83, 86 and 156 of the Local Government Act 2002.</p> <p>7. Delegates authority to the Planning and Regulatory Committee to hear and consider submissions and make recommendations back to the Council on the final Alcohol Control Bylaw 2021.</p> <p>8. Appoints a Councillor who has accreditation provided by the Making Good Decisions Programme to Chair the Planning and Regulatory Committee for the purposes of the Alcohol Control Bylaw 2021 hearings and review process.</p> <p>9. Delegates the power to the Chief Executive to amend the Alcohol Control Bylaw 2021 Statement of Proposal to include any amendments agreed by Council and any minor consequential edits.</p> <p>(Moved Cr West/Seconded Cr Colenso) Carried</p> | | |
| 321 | 28-Jul-21 | Karen | <p>COUNCIL RESOLVED (DC2021/57):</p> <p>1. To receive the Revoking Council Resolution Permitting Subdivision of Council Owned Land in Greytown Report.</p> <p>(Moved Cr Fox/Seconded Cr Maynard) Carried</p> <p>2. To refer the Revoking Council Resolution Permitting Subdivision of Council Owned Land in Greytown Report to the Greytown Community Board for a recommendation prior to the report being considered at a future Council meeting.</p> <p>(Moved Cr Jephson/Seconded Cr Fox) Carried</p> | Open | |
| 324 | 28-Jul-21 | Karen | <p>COUNCIL RESOLVED (DC2021/60):</p> <p>1. To receive the Report from His Worship the Mayor.</p> <p>(Moved Cr Colenso/Seconded Cr West) Carried</p> <p>2. To establish the Community Awards Working Party, adopt the Terms of Reference, and appoint Cr Colenso to the Working Party.</p> <p>(Moved Cr Colenso/Seconded Cr Fox) Carried</p> | Open | |
| 327 | 28-Jul-21 | Sheil | Consider the public forum rates submissions (28 July 2021) and what communication measures were appropriate for relaying further information | Actioned | <ul style="list-style-type: none"> • Rates fact sheet 21 July posted online on our website and on social media, and through a media release. Hard copies available via our office • Media release by the Mayor on 28 July on the speakers at the Council meeting |

| Number | Raised Date | Responsible Manager | Action or Task details | Open | Notes |
|--------|-------------|---------------------|---|----------|---|
| | | | | | <ul style="list-style-type: none"> • Media release on 29 July clarifying the 14.28% increase example • Ongoing clarification responses to emails sent directly to Council Comms • Full page advert in Wairarapa Times Age further explaining how rates are arrived at on 4 August • Working on a revamped, dedicated webpage on rates 12/11/21: Public meetings held. Council progressing an agreed course of action. |
| 403 | 15-Sep-21 | Stefan | COUNCIL RESOLVED (DC2021/67): 1. To receive the Cessation of Overdue Fees for Adults Report. (Moved Cr Plimmer/Seconded Cr Jephson) Carried Cr West abstained. Cr Maynard abstained. 2. To endorse the recommendation from the Wairarapa Library Service Joint Committee to cease overdue fees on collection items from 12 October 2021. 3. To note that Carterton District Council ratified the Wairarapa Library Service Joint Committee recommendation at its September 2021 meeting. (Moved Cr Colenso/Seconded Cr Hay) Carried Cr West abstained. Cr Maynard abstained. | Actioned | |
| 406 | 15-Sep-21 | H Wilson | COUNCIL RESOLVED (DC2021/70): 1. To receive the Recommendations from Community Board Report. (Moved Cr Fox/Seconded Cr Hay) Carried 2. To refer the Martinborough and Greytown Community Board recommendations to officers for reporting on how the matters will be addressed. (Moved Cr Plimmer/Seconded Cr Fox) Carried | Open | Notes: refers to the requests for public meetings on rates and the correspondence from Stuart Campbell on Innovating Streets 12/11/21: Public meetings on rates held |
| 407 | 15-Sep-21 | Stefan | COUNCIL RESOLVED (DC2021/71): 1. To receive the Recommendations from Assets and Services Committee. (Moved Cr Jephson/Seconded Cr Emms) Carried 2. That the scheme design shown on Plan C01 Bidwills Cutting Road | Actioned | 12/11/21: Report referred to GCB for comment, new report to Council meeting 17 Nov 21 |

| Number | Raised Date | Responsible Manager | Action or Task details | Open | Notes |
|--------|-------------|---------------------|---|----------|-------|
| | | | Improvements Pedestrian Access and Safety Improvements to Five Rivers Hospital be approved and developed through engagement with the community prior to being presented to Council for final approval. 3. That a budget of \$226,000.00 of works as identified on Plan C01 be approved and funded from the Infrastructure Reserve Fund. (Moved Cr Colenso/Seconded Cr Jephson) Carried | | |
| 409 | 15-Sep-21 | Katrina | COUNCIL RESOLVED (DC2021/72): 1. To receive the Recommendations from the Finance, Audit and Risk Committee Report. (Moved Cr West/Seconded Cr Hay) Carried 2. To adopt the Remuneration Authorities proposed remuneration from 1 July 2021. (Moved Cr Jephson/Seconded Cr Plimmer) Carried Cr West voted against the motion. 3. To note that the Remuneration Authority increase in remuneration could not be declined. (Moved Cr Jephson/Seconded Cr Plimmer) Carried 4. To agree that hearing fees will remain unchanged at \$78 per hour for Chairs and \$50 per hour for other members. (Moved Cr Plimmer/Seconded Cr Fox) Carried 5. To not adopt the Remuneration Authorities option of elected members claiming a travel allowance of \$37.50 per hour after the first hour of travel on Council business for the 2021/22 financial year. (Moved Cr Maynard/Seconded Cr West) Carried 6. To adopt the Remuneration Authorities proposed communication allowance of \$2,150.00 per year per councillor for the 2021/22 financial year (increased from \$1,190.00 the previous financial year). (Moved Cr Jephson/Seconded Cr Plimmer) Carried Cr West voted against the motion. Cr Fox voted against the motion. Cr Hay voted against the motion. | Actioned | |
| 411 | 15-Sep-21 | Karen | COUNCIL RESOLVED (DC2021/74): 1. To receive the Proposed Amendments to the Wellington Regional Leadership Committee Agreement and Terms of Reference Report. | Actioned | |

| Number | Raised Date | Responsible Manager | Action or Task details | Open | Notes |
|--------|-------------|---------------------|--|----------|---|
| | | | <p>(Moved Cr Emms/Seconded Cr Colenso) Carried</p> <p>2. To note that on 10 February 2021 Council approved the Wellington Regional Leadership Committee Joint Committee Agreement and the Council's entry into it and appointed and established the Wellington Regional Leadership Committee (WRLC) as a joint committee under clause 30(1)(b) of Schedule 7 of the Local Government Act 2002 on the terms set out in the Joint Committee Agreement.</p> <p>(Moved Cr Plimmer/Seconded Cr Jephson) Carried</p> <p>3. To note that since the Agreement was approved by each of the ten council partners to the WRLC there have been some changes in circumstance and direction that require a change to this Agreement.</p> <p>(Moved Cr Plimmer/Seconded Cr Jephson) Carried</p> <p>4. To note that at its meeting of 1 July 2021, the WRLC agreed to a series of changes to the Agreement.</p> <p>(Moved Cr Plimmer/Seconded Cr Jephson) Carried</p> <p>5. To note that under the Local Government Act 2002, each council that is party to the Agreement must approve the updated Agreement.</p> <p>(Moved Cr Plimmer/Seconded Cr Jephson) Carried</p> <p>6. To approve the Wellington Regional Leadership Committee Joint Committee Agreement dated July 2021.</p> <p>(Moved Cr Plimmer/Seconded Cr Jephson) Carried</p> | | |
| 412 | 15-Sep-21 | Harry | <p>COUNCIL RESOLVED (DC2021/75):</p> <p>1. To receive the Wairarapa Economic Development Arrangements Report.</p> <p>(Moved Cr Hay/Seconded Cr Maynard) Carried</p> <p>2. To support Destination Wairarapa remaining as a separate entity but WellingtonNZ to establish a presence in the Wairarapa and provide back-office support.</p> <p>(Moved Cr Emms/Seconded Cr Colenso) Carried</p> | Actioned | |
| 419 | 15-Sep-21 | Karen | Prepare a report on implications of bringing forward a work plan to enable the community to be consulted on the future of 85–87 West Street, Greytown at an earlier timeframe | Actioned | 12/11/21: Reported to 17 Nov 21 meeting |
| 420 | 15-Sep-21 | Stefan | Provide reporting on roading asset management planning, particularly around heavy vehicle use (e.g. logging trucks) on smaller rural roads | Open | |

| Number | Raised Date | Responsible Manager | Action or Task details | Open | Notes |
|--------|-------------|---------------------|---|----------|--|
| 421 | 15-Sep-21 | Karen | Circulate the LGOIMA response to Mr Woodgyer's questions to elected members | Open | |
| 422 | 15-Sep-21 | Bryce | Prepare a media release on the Tauherenikau Bridge Cycle Project, with a focus on what is within the project scope | Open | |
| 423 | 15-Sep-21 | Katrina | Finalise the process for complaints against the Chief Executive, for discussion at the next Council meeting | Open | |
| 435 | 15-Sep-21 | Karen | Prepare a report on options and implications for Māori representation at Council and Council Committees to discuss with the Māori Standing Committee in the first instance | Open | 12/11/21: Work has started |
| 504 | 27-Oct-21 | Katrina | <p>COUNCIL RESOLVED (DC2021/85):</p> <p>1. To receive the Options for Reducing Budget and Rates for 2021/22 Report. (Moved Cr Jephson/Seconded Cr Hay) Carried</p> <p>2. To note the background to the development of the 2020/21 Annual Plan and 2021–31 Long Term Plan. (Moved Cr Hay/Seconded Cr Plimmer) Carried Cr West abstained</p> <p>3. To note the tools available to assist ratepayers who are finding it difficult to pay their rates. (Moved Cr Fox/Seconded Cr Maynard) Carried Cr West abstained</p> <p>4. To consider the options for reducing the budget and rates for the 2021/22 financial year and agreed that the preferred position to discuss with the community in November 2021 was to work towards making reductions in costs that do not significantly reduce levels of service and carry over savings to the next financial year. (Moved Cr Fox/Seconded Cr Plimmer) Carried Cr Maynard voted against Cr West voted against</p> <p>5. That in conjunction with the previous direction any potential savings will be monitored by the Finance, Audit and Risk Committee leading up to the 22/23 Annual Plan. (Moved Mayor Beijen/Seconded Cr Hay) Carried Cr Maynard voted against</p> | Actioned | 12/11/21: Report to 17 Nov 21 Council meeting. |

MEMBER REPORT
for
Committee Meetings
September 2021

| | |
|---|---|
| Member Name | Cr Garrick Emms |
| Committee/Working Group/Appointment Name | Wairarapa Committee Meeting & Workshop 21st Alcohol Control Bylaw Hearings 22nd Perception Survey Workshop 23rd Wgtn Water Committee 23rd Grants Subcommittee 23 rd . Fed Farmers Three Waters (Refer note 27 th) Senior Awards MS Team (Refer note 28) Maori Standing Committee (Refer Notes 28th) Rates Workshop 29th Wai Leaders Social Wellbeing Forum and Wai COVID-19 Vax Support (Refer Notes 30th) |
| Meeting Dates and notes. | Sept 27 th Fed Farmers Sept 28 th Senior Awards & MSC Sept 30 th WLSWF |
| Key issues from meetings | <p>Fed Farmers: As part of a rural support program and with support from Roger & Barbie Barton, Mayor Alex, Cr Colenso, myself were invited to join 20 + local Rural ratepayers to discuss the impact of 3Waters on Rural community. Unfortunately Cr Plimmer & Jephson could not join us. It was a very successful evening and will be repeated.</p> <p>Senior Awards: I represented SWDC and Mayor Alex as a judge for the Wairarapa Senior Awards. Meeting with a combined panel including Mayor Patterson and Lang. There was very positive media follow-up.</p> <p>MSC: Following the Public Participation section of MSC presented by Fstn and MBA Medical Centre Directors I have arranged for further meetings with DHB staff to meet with Dr Philip, Dr Harsha, Mayor Alex, Chair MSC and myself to consider Maori Health issues raised at MSC. Access to the WLSWF DHB members was arranged with Mayor Alex and much appreciated. The Wai Covid -19 Vax group includes a number of individuals from WLSWF. I found this a very valuable and inclusive group to be involved with.</p> |
| Specific item/s for consideration | <p>Three Waters, Fed Farmers, Age Concern & positive aging.</p> <p>The MSC provided an open forum for SWDC Medical Centers to directly access Iwi, and SWDC. Further meetings are planned.</p> <p>Working with South Wairarapa Medical staff was very positive</p> |

MEMBER REPORT
for
Committee Meetings
October 2021

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|---|--|
| Member Name | Cr Garrick Emms |
| Committee/Working Group/Appointment Name | Featherston Community Board 5 th Finance Audit & Risk Wgtn Regional Leadership Committee Housing Workshop Three waters webinar 207 participants LGNZ Roadshow Australian water story. Melbourne. Super Saturday Call Centre ANZAC LGNZ 3 Waters Webinar Destination Wairarapa AGM Assets & Services CouncilOptions for Rates |
| Meeting Date | FCB 5 th FAR 6 th WRLCH&UW 11 th 3 waters 11 Australian Water Melbourne 12 th ANZAC Hall Call Centre. 12 th LGNZ Webinar 15 th Destination Wairarapa AGM MBA. 26 th A&S then Council 27 th zoom |
| Key issues from meeting | <p>FCB; Confirmed Claire Blakely's call for meeting to discuss Hammond-Robertson Report on developing community plans and Chair Shepherd's Call for Public rates meeting.</p> <p>WRLCH & UW; Workshop considered various Housing alternatives and Ranked them. Further workshops yet to be held.</p> <p>Australian Water: Outlined structure of Victoria State Water Authorities as examples for NZ 3waters Governance Model. Very interesting report on Heat exchange from Wastewater. Same concept as presented at LGNZ Blenheim conference.</p> <p>Super Saturday Covid Call Centre. ANZAC Hall 5.30-7.30 Mayor Alex and MP Kieran McAnulty together with 5 community volunteers including Cr Plimmer and myself contacted 300 + locals to explain the Sat 16th event. Very successful and a positive response to our calls.</p> <p>Assets & Services 27th: Wairarapa Five Towns Trail Network...Master Plan</p> |
| Specific item/s for consideration | The Super Saturday Covid -19 was a great success. |
| General | On behalf of the SWDC and Featherston Community a special thanks to Cr Ross Vickery for his contribution on Council. All the best we will miss you. |

APPOINTMENTS REPORT
for
South Wairarapa District Council Meeting
November 2021

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| Appointee Name | Allan Hogg |
| Meeting – Date & Venue | Destination Wairarapa Board 26 th October 2021-11-01 Waihinga Centre |
| Key issues from meeting | <ol style="list-style-type: none"> 1. Ownership of the Wairarapa District Management Plan – work in progress. Final plan produced. Chairs to meet. 2. Accommodation for WEDS staff to collocate with DW staff – work in progress. Chairs to meet 3. Caveat to 2 above that there is no impost on DW budget in accommodating WEDS wishes to co- locate. |
| Speakers | None |
| Specific item/s for Council consideration | To note that I have declared conflict of interest in respect of my role as Chair, Martinborough Business Assn |
| General | <ol style="list-style-type: none"> 4. Standing governance items addressed. 5. Audit report received. Annual financial report was approved. 6. HR – JD for General Managers role approved by Board. Chair to formally sign off with the GM 7. Iwi destination management plan consultation scheduled for November at Kohunui Marae Pirinoa 8. AGM followed Board meeting. Attendance numbered around 15 and included the SWDC Mayor and Deputy mayor, The Chairman's report was delivered, no discussion and accepted 9. Report highlighted the very good performance of the Wairarapa region and the speed of recovery following the major lockdown last May, appreciation of funding from central government, grants, local councils and members and the mid-winter events at Greytown and Carterton a traditional low shoulder time for the region. The banking hub trial hosted by the iSite at Martinborough has been an enhancement. We await the final outcome of the trial. (now extended to April 2022) 10. Matt Sherry from Tauherenikau Racing and Event Centre presented on the pivoting of their business and the success that is being achieved. A great story! |

APPOINTMENTS REPORT
for
South Wairarapa District Council Meeting
October 2021

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|--|--|
| Appointee Name | Allan Hogg |
| Meeting – Date & Venue | Destination Wairarapa Board Zoom meeting 20 th September 2021 |
| Key issues from meeting | <p>1. Ownership of the Wairarapa District Management Plan – work in progress.</p> <p>Draft plan priorities for Region identified for focus :</p> <ul style="list-style-type: none"> • Strategic Priority 1.1 and 1.2 – Confirm effective structure and leadership for the Wairarapa DMP (underway – Wairarapa Councils/WEDS) • Strategic Priority 2.2 – Support iwi tourism aspirations and development of experiences (to begin – Destination Wairarapa) • Strategic Priority 2.1 – Feasibility and business cases for experience development that supports the positioning – Dark Skies and Agritourism (underway – Destination Wairarapa) • Strategic Priority 4.1 – Defining the destination through positioning, brand story and pillars (underway – Destination Wairarapa) <p>2. Vin Inc feedback of iSite proposals</p> |
| Specific item/s for Council consideration | To note that I have declared conflict of interest in respect of my role as Chair, Martinborough Business Assn |
| General | <p>3. Standing governance items addressed. Annual audit preparation underway Statement of service performance – 4 out of 4 achieved</p> <p>4. VIN Inc. Non-binding support from DW Board for the Tier proposal with the Martinborough iSite plus a Masterton satellite as a Tier 2 structure. A decision in principle only with more detail to come on engagement and delivery matters</p> <p>5 Co-location of WellingtonNZ economic staff with DW being worked through</p> <p>6 HR - Job descriptions/governance/performance review processes/remuneration being worked through</p> <p>7 Digital marketing of the region during lock down has been very active with the biggest “what’s to do” campaign ever delivered.</p> <p>8 July YOY visitation and spend results for the Wairarapa RTO tabled – very positive growth ! Visitor days up 43.6% and spend 9.5%</p> |

NUMBERS AT A GLANCE (September – October 2021)

| Visitors | Events | Funding applications submitted |
|----------------------------------|--------|--------------------------------|
| 762 (6,547 Jan '21 – to date) | 6 | 2 |

WHAT WE'VE DONE:

- In October, we enjoyed our best visitor numbers for this month for the past 5 years! We have also already exceeded our best annual visitor number (which was 594 in 2018), having welcomed 6,547 visitors to date.
- Continued to rationalise the collection, with a focus on quality and 'telling the story'. The rationalisation process has also helped raise a small amount of funds through sale of items.
- Commissioned specialist advice regarding the specific use of the Stables & the Red Shed, their surrounds and displays. This approach is in line with our overall strategic approach and will contribute to ensuring we achieve our vision to be the best heritage small village and museum experience in Aotearoa.
- Made applications to the Helping Hand fund (administered by Te Papa) and the Museum Hardship fund.
- Received confirmation that we have been awarded a grant from SWDC under a Partnership Agreement! Many, many thanks for your support.
- Launched our new website! We are extremely proud of it, and think it nicely takes us into our next 50 years. Please, take a look at www.cobblestonesmuseum.org.nz/. Huge thank you to Iona Elwood-Smith (Grow your Business) who saw our vision through and Jen Olson, who re-worked our words.
- Progress continues on the extension to Engine & Horse Drawn vehicle Sheds. We are awaiting the fire report, and once we have that the rest of the consent processes can proceed.
- Augmented reality project: video for the virtual guide to the school has been filmed and edited. The next VG to be developed is one about the fire engine.
- Working bees, coordinated and led by our marvellous Friends of Cobblestones. The Friends also have been helping our administrator, Diana, with school visits, which have been very popular.
- Our Friends of Cobblestones continue to be a great champion of and support to the museum. To date, the Friends have 116 members, four of those having joined in the past month.


WHAT'S COMING UP:

- We have a school group booked to tour Cobblestone every Wednesday in November.
- A wedding to take place on the 27th November at 2pm (originally we were plan B but couple now are using us as plan A)
- Lodge the building & resource consent applications for the extension to Engine & Horse Drawn vehicle Sheds.

"To be the best heritage small village and museum experience in New Zealand"

- Dates for your diaries include:
 - Christmas Parade Float 11 December.
 - Carols at Cobblestones 18 December.
 - Blues on the Green - two music events planned for Sunday 17 February and Sunday 17 March.

WHAT WE NEED HELP WITH:

- Funding
- Volunteers
- Working bees
- Spreading the word
- Smooth & swift regulatory processes

SPECIAL MENTIONS:

- John Gilberthorpe for his ongoing support and advice, particularly in respect of the augmented reality project we are progressing.
- The Lions, for cleaning out our guttering! Such an important job!
- Diana for making sure the Museum runs smoothly.
- Our volunteers – many have put their names down to help out in November with the school groups.