

# Rārangitake take Kaunihera

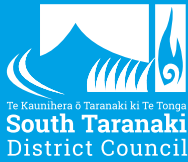
---

# Council Agenda

Monday 13 December 2021, 7pm

Camberwell Lounge, TSB Hub, Camberwell Road, Hāwera





# Pūrongo Whaitikanga Governance Information

## Ngā Mema o te Komiti / Committee Members



Phil Nixon  
Mayor



Robert Northcott  
Deputy Mayor



Andy Beccard  
Councillor



Mark Bellringer  
Councillor



Gary Brown  
Councillor



Celine Filbee  
Councillor



Aaron Langton  
Councillor



Steffy Mackay  
Councillor



Jack Rangiwahia  
Councillor



Diana Reid  
Councillor



Bryan Roach  
Councillor



Brian Rook  
Councillor



Chris Young  
Councillor

## Apatono / Delegations

The Full Council's role is to carry out responsibilities under the Local Government Act 2002. It is the final decision-making authority within the Council and generally ratifies recommendations made by other committees. It is made up of all Councillors and the Mayor.

### Powers that cannot be delegated

The powers that cannot be delegated by the Council are:

- (a) the power to make a rate
- (b) the power to make a bylaw
- (c) the power to borrow money, or purchase or dispose

of assets, other than in accordance with the long-term plan

- (d) the power to adopt a long-term plan, annual plan or annual report
- (e) the power to appoint a chief executive
- (f) the power to adopt policies required to be adopted and consulted on under the Local Government Act 2002 in association with the long-term plan or developed for the purpose of the Local Governance Statement.
- (g) the power to adopt a remuneration and employment policy

## He Karere Haumarū / Health and Safety Message

In the event of an emergency, please follow the instructions of Council staff.

If there is an earthquake – drop, cover and hold where possible. Please remain where you are until further instruction is given.

## He Pānga Whakararu / Conflicts of Interest

Members are reminded of the need to be vigilant to stand aside from decision making when a conflict arises between their role as an elected member and any private or other external interest they might have.



# Rārangi Agenda

## Ordinary Council Meeting Monday 13 December 2021 at 7pm

- 1. Matakore / Apologies**
- 2. Tīmatanga Kōrero / Opening Remark**
  - 2.1 Councillor Celine Filbee
- 3. Whakatakoto Kaupapa Whānui, Whakaaturanga hoki / Open Forum and Presentations**
- 4. Whakaaetia ngā Menīti / Confirmation of Minutes**
  - 4.1 [Ordinary Council held on 1 November 2021](#) ..... Page 8
- 5. Ngā Menīti Komiti me ngā Poari / Committee and Board Minutes**
  - 5.1 [Eltham Drainage Committee held on 27 October 2021](#)..... Page 22
  - 5.2 [Audit and Risk Committee held on 3 November 2021](#) ..... Page 25
  - 5.3 [Extraordinary Environment and Hearings Committee held on 10 November 2021](#) ... Page 32
  - 5.4 [Eltham-Kaponga Community Board held on 15 November 2021](#) ..... Page 39
  - 5.5 [Te Hāwera Community Board held on 15 November 2021](#)..... Page 44
  - 5.6 [Taranaki Coastal Community Board held on 16 November 2021](#) ..... Page 48
  - 5.7 [Pātea Community Board held on 17 November 2021](#)..... Page 55
  - 5.8 [Iwi Liaison Committee held on 24 November 2021](#)..... Page 62
  - 5.9 [Environment and Hearings Committee held on 24 November 2021](#) ..... Page 70
  - 5.10 [Policy and Strategy Committee held on 29 November 2021](#)..... Page 77
  - 5.11 [Reconvened Extraordinary Environment and Hearings Committee held on 29 November 2021](#)..... Page 103
- 6. Pūrongo / Reports**
  - 6.1 [Three Waters Campaign – Communities 4 Local Democracy](#)..... Page 106
  - 6.2 [Quarterly Financial and Non-Financial Performance Report for period ending 30 September 2021](#)..... Page 110
  - 6.3 [Renaming of Iwi Liaison Committee](#) ..... Page 183
  - 6.4 [Council Appointment to Ōpunakē Sports and Recreation Trust Inc.](#)..... Page 187
  - 6.5 [Request for new road name \(right of way\)](#)..... Page 190
  - 6.6 [Delegations Register Update – Rates Remissions Policy and Local Government \(Rating\) Act 2022](#)..... Page 198

**7. Pūrongo-Whakamārama / Information Reports**

7.1 [Mayoral Forum Submission to MfE on draft Emissions Reduction Plan](#)..... Page 205

**8. Whakataunga kia noho tūmatanui kore / Resolution to Exclude the Public**

8.1 [Ordinary Council held on 1 November 2021](#) ..... Page 346

8.2 [Audit and Risk Committee held on 3 November 2021](#) ..... Page 349

8.3 [Environment and Hearings Committee held on 24 November 2021](#) ..... Page 353

8.4 [Policy and Strategy Committee held on 29 November 2021](#)..... Page 358

8.5 [Reconvened Extraordinary Environment and Hearings Committee held on 29 November 2021](#)..... Page 360

8.6 [Furlong Street, Hāwera – Housing for the Elderly Proposed Purchase](#) ..... Page 374

---

**Next Meeting Date:** Monday 21 February 2022 – Council Chamber, Albion Street, Hāwera  
**Elected Members’ Deadline:** Monday Friday 4 February 2022

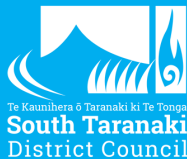


# Matakore Apologies

## 1. Matakore / Apologies

---

**Leave of Absence:** *The Board may grant a member leave of absence following an application from that member. Leave of absences will be held in the Public Excluded section of the meeting.*



# Tīmatanga Kōrero

## Opening Remark

### **2. Opening Remark – Councillor Celine Filbee**

*The opening remark is an opportunity to comment on something positive or constructive that has happened in relation to the Council or the Community.*

---

**Next Opening Remark:** Monday 13 December 2021 – Councillor Celine Filbee



# Whakatakoto Kaupapa Whānui, Whakaaturanga hoki

# Open Forum and Presentations

### **3. Whakatakoto Kaupapa Whānui, Whakaaturanga hoki / Open Forum and Presentations**

---

*The Council has set aside time for members of the public to speak in the public forum at the commencement of each Council, Committee and Community Board meeting (up to 10 minutes per person/organisation) when these meetings are open to the public. Permission of the Mayor or Chairperson is required for any person wishing to speak at the public forum.*



# Ngā Menīti Kaunihera Council Minutes

To	Ordinary Council
Date	13 December 2021
Subject	<b>Ordinary Council 1 November 2021</b>

(This report shall not be construed as policy until adopted by full Council)

## **Whakarāpopoto Kāhui Kahika / Executive Summary**

1. The Council is being asked to adopt the minutes of the Ordinary Council meeting held on 1 November 2021.

## **Taunakitanga / Recommendation**

THAT the Council adopts the minutes of the Ordinary Council meeting held on 1 November 2021 as a true and correct record.





# Menīti Minutes

## Ngā Menīti take Kaunihera Ordinary Council Meeting

Camberwell Lounge, TSB Hub, Hāwera on Monday 1 November 2021 at 7.00 pm

**Kanohi Kitea / Present:** Mayor Phil Nixon, Deputy Mayor Robert Northcott and Councillors Andy Beccard, Mark Bellringer, Gary Brown, Celine Filbee, Aaron Langton, Steffy Mackay, Diana Reid, Bryan Roach, Brian Rook and Chris Young.

**Ngā Taenga-Ā-Tinana / In Attendance:** Fiona Aitken (Acting Chief Executive), Marianne Archibald (Group Manager Corporate Services), Liam Dagg (Group Manager Environmental Services), Claire Bourke (Management Accountant), Darleena Christie (Governance and Support Team Leader), Garry Morris (Finance Manager), Chris Webby and Alistair Love (Audit New Zealand) and three members of the public.

**Matakore / Apologies:** Councillor Jack Rangiwahia.

### RESOLUTION

(Cr Roach/Cr Filbee)

220/21 **THAT the apology from Councillor Jack Rangiwahia be received.**

**CARRIED**

### 1. Tīmatanga Kōrero / Opening Remark

1.1 Councillor Mark Bellringer

Councillor Bellringer spoke about the Taranaki Garden Festival (the Festival), and how in January 2021, Stuff reported the results of the BERL report which noted the number of visitors attracted to the Region by the Festival and the visitor spend. Visitor numbers were down for the 2021 year, however while other events and activities throughout the Region had been cancelled, the Festival was still able to proceed, it was an outdoor event hosting small groups and resources were in place.

With the current climate, opportunities to hold outdoor events with small groups of participants was an idea worth exploring further. South Taranaki had the space and although there were many free opportunities, not a lot of thought had been given to the development of income making streams. It was not the role of the Council to run festivals, but it could help to identify opportunities and target particular groups that needed support to develop their event. Councillor Bellringer commented about the good things the Council did to make South Taranaki a great place to live, however with all the committees the Council had, there was not one committee whose sole aim was to investigate what events or festivals there could be in the future and he suggested putting a committee together to seek out those new opportunities.

## 2. Whakatakoto Kaupapa Whānui, Whakaaturanga hoki / Open Forum and Presentations

### 2.1 Sport Taranaki – Michael Carr

Mr Carr noted that a lot had happened since he addressed the Council in April. Sport Taranaki were near the completion of refreshing their Strategic Plan and their vision now was “Taranaki, Active for Life”. They employed a person in the Green Prescription Team that was making connections with organisations in South Taranaki so the practice could be promoted face to face. As part of the Healthy Active Learning, Sport Taranaki had three Healthy Active Advisors working in schools, including a number of South Taranaki schools.

Sport Taranaki were working hard to make its programmes Taranaki with a wider reach. Mr Carr noted that a lot of their funding was received from Sport NZ who were interested in 5-18 year olds, however Sport Taranaki were also interested in people being physically active for all of their life. People formed good habits while they were young and they were looking to explore opportunities past 18 years old.

The Tu Manawa funding programme was now a year on and 48 South Taranaki organisations were successful in receiving funding totalling \$224,294, approximately 40% of the funding. Of the 137 applications received, 35% were from South Taranaki, this was attributed to Sport Taranaki having a more visual effect in the District over the last two rounds. The next round of funding was scheduled for 17 January 2022, and a different approach was to be trialled. There was to be a bigger window to inform people about the funding with a shorter application period, this was due to 85% of applications being received in the last two days no matter the length of the application period.

Healthy Active Learning was an intergovernmental project involving the Ministry of Health, Ministry of Education and Sport NZ. These organisations have partnered together to identify how quality health in physical education in schools could be provided and a health component concentrating on healthy food and water. Sport Taranaki hold the contract for the Ministry of Health and the Activation component involving 30 schools including 12 in South Taranaki. Taranaki was the first Region in the country to have the programme underway in Term 4 and it had been operating for three weeks.

With regard to facilities, it was highlighted that Sport Taranaki had a Play Advisor and was a real opportunity for Sport Taranaki to be involved in strategic planning.

Mayor Nixon sought clarification on how the replay equipment was promoted in South Taranaki so that people knew it was available. Mr Carr noted that it was written on the bins and the website was being rebuilt so it was inter-active and was scheduled to be launched in two weeks. Social media information also went out on their platforms and a lot was also by word of mouth.

In response to whether the Good Sports Programme was targeted at just club management and volunteers, Mr Carr advised that the programme was aimed at everyone. The messaging was that the language should be the same for parents, coaches and children.

### 2.2 Taranaki Animal Protection Trust – Katherine Duncan and Cynthia Zehnder

Ms Duncan commented that the Taranaki Animal Protection Trust (the Trust) was 10 years old. The Trust started with a trap and release programme and now had a sanctuary for cats and had started working more for the community and were in full demand all over Taranaki.

The Trust did not have their own facility therefore had a number of dedicated volunteer members and foster carers that worked in a variety of ways to help throughout Taranaki. The Trust took in abandoned, stray, dumped and surrendered feral cats and kittens with the majority rehabilitated and rehomed. Some of the services the Trust provided were vaccination, microchip, on rare occasions euthanise, neuter and spay, rehabilitation and rehousing.

Ms Zehnder commented that there was a mass problem with domestic cats not being desexed and a desexing drive programme was available and well supported. The Trust worked with the vets and a clinic was held recently in New Plymouth where over 80 cats were desexed.

The Trust would like to educate in schools, offer discounts and payment plans for those that could not afford to pay for desexing and registration. The Trust were fully funded through public donations, however they needed to purchase traps, cover vet costs and would welcome the opportunity to work with the Council when opportunities arose.

Councillor Beccard queried whether the SPCA provided funding as they used to have a shop and he suggested that it could be considered as an option to raise funds. Ms Duncan commented that there had been an increase in services for the South Taranaki area, in New Plymouth the Trust was well supported by Budget Rentals which enabled them to do more. However, a lot of cats that were sent to New Plymouth were from Pātea and there was only the one volunteer in that area.

In response to how people could get hold of the Trust, Ms Zehnder advised that the Trust had a Facebook page where they received referrals and had a very interactive website.

### **3. Whakaaetia ngā Menīti / Confirmation of Minutes**

#### **3.1 Ordinary Council held on 20 September 2021**

Councillor Beccard sought clarification on whether something could be done about the birds in the trees outside the RSA. He believed that the trees should be removed and suggested that if a resource consent was not able to be obtained, then it could be sought under the District Plan as a plan change and have the notable trees removed from the notable tree list.

In response to clarification sought on the status of the trees and the background as to why they were on the notable tree list, Ms Aitken advised that no one was able to explain why. However, should the Council apply for a resource consent, then an independent commissioner would be required.

Both Councillors Brown and Rook were not happy about the status of the trees. It was noted that the birds were a health hazard for RSA members and some of the members had respiratory problems. The Council were being asked to address the bird issue as twice now the RSA had approached the Council with a request to remove the trees.

In response to what plans were in place should the trees be removed, Ms Aitken advised that the Council could direct officers to start the process. However, there was a risk with trying to allocate funding to this project especially if no consent was able to be obtained.

To remove the notable trees from the list in the District Plan, Mr Dagg commented that a consultant would need to be engaged to look into the biological quality of the trees and the heritage significance. Once this was reviewed, the Council could then choose to go through a consent process. Further investigation was required and Mr Dagg would prepare a report that covered what the District Plan review process and proposed timeframe.

Deputy Mayor Northcott commented that removing a notable tree status was easier than obtaining resource consent to remove the trees.

In response to a query on timeframe for a plan change and remove the notable tree status, Mr Dagg noted that a District Plan change could take between 12-18 months and included an appeal process.

**RESOLUTION**

**(Cr Langton/Deputy Mayor Northcott)**

**221/21** **THAT the Council adopts the minutes of the Ordinary Council meeting held on 20 September 2021 as a true and correct record.**

**CARRIED**

3.2 Extraordinary Council - To discuss the next stages of the Three Waters Service Delivery Reform held on 27 September 2021

**RESOLUTION**

**(Cr Mackay/Cr Brown)**

**222/21** **THAT the Council adopts the minutes of the Extraordinary Council meeting to discuss the next stages of the Three Waters Service Delivery Reform held on 27 September 2021 as a true and correct record.**

**CARRIED**

Councillor Beccard requested a discussion about three waters as it was timely that the Council made a decision. Many ratepayers had been asking questions about three waters and he felt that discussion was needed due to the number of people in the community that approached him on a daily basis. As a Council he believed, it was now time to let the ratepayers know what the Council wanted and stood. He was not happy with Local Government New Zealand (LGNZ) and the lack of support from that area and suggested making a strong statement to LGNZ and request the resignation of Hon Nanaia Mahuta. Consultation had not taken place as indicated by the Government and the Council were going to have a choice to opt out and now the three waters service delivery was mandatory.

Mayor Nixon commented that a letter was written to the Government following the eight week consultation period with local authorities. The feedback agreed there needed to be change, however the Council did not agree with the Government's proposed entities to deliver three waters. It was made very clear that the public were not happy with the Government's proposed entities and the Council had suggested an alternative. Work had been completed with other councils in Taranaki in a two stage plan that showed some good gains to join together as one. This was provided to the Government and no official response had yet been received. He agreed with Councillor Beccard, that the Council had definitely been misled. He sought direction on whether this be raised with other Taranaki mayors as a united group of councils, or whether a letter be submitted just from South Council.

Elected members expressed their concerns that the Government had only offered one model as the proposed option, no opportunity was provided to the Council to deliver a model themselves and no community consultation was undertaken which was undemocratic. Elected members also agreed that the Council send a message to the Government expressing their disappointment particularly in regard to ratepayers not being given the opportunity to have their say.

Councillor Mackay commented that she had grave concerns with the lack of public consultation as the ratepayers were the owners of the infrastructure and the Council were the custodians. The Government were going to take the \$456million of infrastructure and give the Council \$80million in return yet did not want to communicate with the community. She suggested that a stand be made to push for a public referendum.

Councillor Langton agreed with the comments made by elected members. For him, when listening to a discussion in parliament where the Minister said that the councils were withholding information, it was in fact the Government. He agreed strongly about making a stand and being very public about being unhappy as a Council.

Councillor Roach agreed with a joint stand as councillors and proposed having a weekly update to keep the ratepayers informed of what the Council was doing. He personally felt that it was theft by taking the infrastructure away from the community and believed the Government would sell the three waters service delivery to get rid of the debt. There was so much misinformation and agreed an article be put in the newspaper on where the Council stood.

Councillor Filbee commented that there had been a huge breach of trust from the Government. She noted that the Council had been accused by the Government of not understanding the issue and she believed this was an insult to local government.

It was felt that the Council had been unsupported by LGNZ and Councillor Filbee fully endorsed Mayor Nixon to work with the other Mayors. The Council were the only conduit to communicate on behalf of the ratepayers effectively with the Government, therefore needed to let the ratepayers know that the Council was going to fight this hard.

The general consensus from elected members was that they were angry and frustrated about being lied too and the Government had not taken into consideration what the ratepayers wanted. It was felt that the Government was corrupt in their handling of the three waters service delivery and there was now a lack of trust with LGNZ.

Councillor Roach commented that the strongly worded letter to the Minister Hon Nanaia Mahuta include all Councillors names at the bottom for everyone to sign and a copy be published in Southlink.

**RESOLUTION**

**(Cr Beccard/Cr Mackay)**

**223/21**

**THAT the Council send a letter to the Minister of Local Government, Hon Nanaia Mahuta, expressing extreme disappointment and opposition to the Government's decision to make their Three Waters Reform Programme mandatory for all councils.**

**CARRIED**

- 3.3 Extraordinary Council - To deliberate on the Community Initiatives Fund held on 29 September 2021

The Community Initiatives Fund was held for the first time and Mayor Nixon commented that it was a robust process.

An amendment was requested on the Eltham Village Gallery item on page 41 and the paragraph to read, "An application was received from the Eltham Village Gallery for funding assistance to help cover operational costs and install Eftpos and Wi-Fi at the gallery." The resolution was also to be amended to reflect the reason.

Councillor Filbee commented that the sentence under the Hāwera Lawn Tennis and Squash Racquet Club on page 36, be amended to include the name of the New Zealand Community Trust that the funds were available from.

**RESOLUTION**

**(Deputy Mayor Northcott/Cr Langton)**

- 224/21** **THAT the Council adopts the minutes of the Extraordinary Council meeting to deliberate on the Community Initiatives Fund held on 29 September 2021 as a true and correct record.**

**CARRIED**

- 3.4 Extraordinary Council - To hear, deliberate and decide on the Representation Review held on 11 October 2021

**RESOLUTION**

**(Cr Filbee/Cr Langton)**

- 225/21** **THAT the Council adopts the minutes of the Extraordinary Council meeting to hear, deliberate and decide on the Representation Review held on 11 October 2021 as a true and correct record.**

**CARRIED**

**4. Ngā Menīti Komiti me ngā Poari / Committee and Board Minutes**

- 4.1 Audit and Risk Committee held on 22 September 2021.

Councillor Filbee sought clarification about the Airpoints referred to in the Sensitive Expenditure Policy on page 54. Ms Archibald advised that Audit NZ advice was provided on Airpoints, however the administration was more expensive than the actual Airpoints.

Councillor Young commented that the word airports be changed to Airpoints.

**RESOLUTION**

**(Cr Beccard/Cr Brown)**

- 226/21** **THAT the Council receives the minutes of the Audit and Risk Committee meeting held on 22 September 2021.**

**CARRIED**

4.2 Eltham-Kaponga Community Board held on 4 October 2021.

An amendment was requested on the Community Development Activity Report item on page 61 and the paragraph to read, "With regard to the amazing array of arts projects spread across the District, it was noted that the allocation of the Creative Communities funding was difficult due to the large number of applicants."

**RESOLUTION**

**(Cr Mackay/Cr Bellringer)**

**227/21 THAT the Council receives the minutes of the Eltham-Kaponga Community Board meeting held on 4 October 2021.**

**CARRIED**

4.3 Te Hāwera Community Board held on 4 October 2021.

**RESOLUTION**

**(Cr Reid/Cr Brown)**

**228/21 THAT the Council receives the minutes of the Te Hāwera Community Board meeting held on 4 October 2021.**

**CARRIED**

4.4 Taranaki Coastal Community Board held on 5 October 2021.

**RESOLUTION**

**(Cr Langton/Cr Young)**

**229/21 THAT the Council receives the minutes of the Taranaki Coastal Community Board meeting held on 5 October 2021.**

**CARRIED**

4.5 Pātea Community Board held on 6 October 2021.

In response to whether progress had been made regarding volunteers assisting with gardens in the Pātea and Ōpunakē townships, Ms Aitken advised that initial conversations had been had with Council officers and then with Christchurch City Council on how they run their Volunteer Garden Assistance Programme. The plan was to have someone employed by 1 July 2022 to undertake work in the garden space once funding was available.

**RESOLUTION**

**(Deputy Mayor Northcott/Cr Filbee)**

**230/21 THAT the Council receives the minutes of the Pātea Community Board meeting held on 6 October 2021.**

**CARRIED**

4.6 Iwi Liaison Committee held on 13 October 2021.

**RESOLUTION**

**(Cr Langton/Cr Filbee)**

**231/21 THAT the Council receives the minutes of the Iwi Liaison Committee meeting held on 13 October 2021.**

**CARRIED**

4.7 Environment and Hearings Committee held on 13 October 2021.

Councillor Beccard commented that there was to be a dangerous dog hearing, however this was postponed at the request of the dog owner and would be heard at a later date. The consent hearing created some discussion around the rural land surrounding the District as the consent should have been urban without having to go through the process. He noted that this would be tidied up in future to make it acceptable for normal and proper growth in that area.

**RESOLUTION**

**(Cr Beccard/Cr Reid)**

**232/21** **THAT the Council receives the minutes of the Environment and Hearings Committee meeting held on 13 October 2021.**

**CARRIED**

4.8 Policy and Strategy Committee held on 18 October 2021.

**RESOLUTION**

**(Cr Brown/Cr Young)**

**233/21** **THAT the Council;**

- 1) Receives the minutes of the Policy and Strategy Committee meeting held on 18 October 2021.**
- 2) Adopt recommendation 45/21 PS from the Policy and Strategy Committee;**

**THAT the Council;**

- a) Approves the South Taranaki District Council 2020/21 Annual Dog Control Report in accordance with Section 10A of the Dog Control Act 1996; and**
- b) Notes that approval will trigger public notification of the report and that a copy will be provided to the Secretary for Local Government.**

**CARRIED**

## **5. Ngā Menīti o ngā Komiti Herenga o Taranaki / Committee and Board Minutes**

5.1 Taranaki Regional Council Joint Committee Meetings.

Councillor Roach commented that the Taranaki Solid Waste Management Committee was impressed with the presentation and documentation by Rebecca Martin which was well received. He noted that the electric rubbish truck continued to have ongoing issues with charging and barely made the hours.

In response to whether the Waste Reduction Plan introduced by New Plymouth District Council was possibly be undertaken in South Taranaki, or would the Plan extend to any construction project rather than just commercial over \$500,000. Councillor Roach noted that the Plan was a start and sometime in the future it might be mandated.

With regard to COVID testing of the wastewater, weekly testing was undertaken for Hāwera, Pātea and Waverley supplies, to date there had been no positive test results.



**RESOLUTION**

(Cr Roach/Cr Young)

**234/21** **THAT the Council receives the minutes of the Taranaki Solid Waste Management Committee held on 12 August 2021, the Taranaki Emergency Management Group Joint Committee held on 26 August 2021 and the Taranaki Regional Transport Committee held on 1 September 2021.**

**CARRIED**

**6. Pūrongo / Report**

6.1 Adoption of 2020/21 Annual Report

The report required the Council to adopt the audited Annual Report for the year ended 30 June, by 31 October each year. However, due to the COVID-19 pandemic, the deadline was extended to 31 December 2021 for adoption of the 2020/21 Annual Report.

Mr Webby thanked the management team and staff as it had been a difficult year for the Council having to deal with the Long Term Plan (LTP) process, changes in COVID alert levels and lockdowns, Government reforms and auditor shortages which impacted on resourcing. However, Audit New Zealand (Audit NZ) and the Council managed to work together to be in a position for the audit opinion to be presented. The key change was the announcement from Government about the Three Waters Service delivery mandate which required a subsequent note be included to disclose that fact for the reader.

There was a qualification this year which was the same as last year's regarding the complaints measure for water and wastewater. Mr Webby noted that the Council was working with other councils, the afterhours service and with the Department of Internal Affairs (DIA), to address this going forward. The key issues raised around shovel ready and stimulus funding, which were new funds that the Council had not received before, were addressed and Audit NZ were confident that it was covered clearly in the Annual Report.

Councillor Filbee sought clarification on the timeframe for when the DIA reporting standards would be addressed as it affected all councils and had been a work in progress for some time. Mr Webby advised that the Office of the Auditor General (OAG) wanted to provide clean reports with no qualifications, however the measures were mandatory and Audit NZ had to provide their opinion alongside the DIA definition and guidance.

In response to the significant variances between the LTP budget and the actuals and whether Audit NZ had reviewed those anomalies, Mr Webby confirmed that the variances and anomalies had been reviewed and there was nothing to bring to the Council's attention. The legislation required the Council to report against the LTP budget for those activities and this was the third year of the LTP.

Mayor Nixon commented that it was an extra ordinary year for the Council. While under a lot of pressure the Council were able to strike a zero rate rise and freeze fees and charges. He thanked the staff for ensuring that Council operations continued during the COVID-19 lockdown. Big projects such as Te Ramanui o Ruapūhanga, the Business Park and Nukumarū Road kept moving and Māori Wards was unanimously voted in. The Council adopted the LTP 2021-2031 and the Long Term Investment Fund returned close to \$20million. The Council continued to look at ways to minimise the impacts of COVID on the community and stimulate growth. He thanked Audit NZ for the constructive way in which they worked with the Council to get the audit opinion completed.

Deputy Mayor Northcott thanked the management team and staff who had done extremely well, he also thanked the Mayor for his leadership over what had been a difficult year. It was also good to have the Environment and Sustainability Strategy adopted as this allowed the Council to keep moving into the future. He noted that the Waipipi Wind Farm had been commissioned this year and it was something that would change the landscape into a carbon free, energy future.

Councillor Filbee sought clarification on what steps had been taken to improve consent monitoring and building consent applications' processing times. Mr Dagg advised there was now a dedicated resource in the monitoring space. He commented that the focus was on reducing the backlog and quarter four reported 100% compliance.

In response to whether there had been any progress with the Community Action Plans, Mr Dagg advised that the action plan for Ōpunakē could have been achieved, however it was yet to be adopted. Mayor Nixon commented that the first community action plan was always the hardest, but now there was a template that could be used elsewhere.

Councillor Filbee sought clarification in regard to the Larcom Bequest for the Turuturu Mōkai land on page 327 and queried why it was still recorded under the Restricted Reserves as the land had been returned to Iwi. Mr Morris would investigate further along with the loan provided to Southcare (page 328).

It was noted that under the heading of Statement of Comprehensive Revenue and Expense on page 346, there was a correction for Tree Waters to be changed to Three Waters.

**RESOLUTION**

**(Mayor Nixon/Deputy Mayor Northcott)**

235/21

**THAT the Council adopts the audited Annual Report of the South Taranaki District Council for the year ended 30 June 2021, in accordance with Section 98(1) and Section 98(3) of the Local Government Act 2002.**

**CARRIED**

6.2 Earthquake-prone Building Assistance Package Application

The report sought approval to fund the application for the full amount requested, being \$3,000 of rates relief over three years and \$2,000 towards building consents, consultants and demolition material disposal costs (less a \$500 contribution to the cost of a resource consent, which was not required).

**RESOLUTION**

**(Deputy Mayor Northcott/Mayor Nixon)**

236/21

**THAT the Council approves the application from PCP Properties (NZ) Limited for \$5,000 from the Earthquake-prone Buildings Assistance Package, being \$3,000 of rates relief over three years and \$2,000 towards building consents, consultants and demolition material disposal costs.**

**CARRIED**

6.3 Litter Infringement Policy - Review

The report sought approval of the revised Litter Infringement Policy (the Policy) which required a review every three years.

The Ministry for the Environment (MfE) is currently consulting on changes to the Act, however it was proposed that this Policy be renewed and any requirements resulting from legislative changes could be considered in future reviews.

Deputy Mayor Northcott felt the fines were too light and suggested they be increased.

Councillor Reid sought clarification on whether people actually paid the fines and was that the reason the fines were kept low as it was better to receive something instead of nothing. Mr Dagg commented that the process was the same as any other infringement notice.

In response to clarification sought on when would there be an opportunity for the Council to consider an increase for a litter fine. Mr Dagg commented that it could be reviewed as part of the Annual Plan next year as part of the fees and charges. He would also bring back and identify similar infringement fines for parking and statute where the Council had discretion.

In response to whether the litter infringements were issued for being on the roadside, Mr Dagg commented yes in some instances. He explained that one of the infringements served was due to complaints received for rubbish being dumped on or around certain streets in Pātea.

Councillor Bellringer sought clarification on how the infringement process worked and referred to six infringement notices that were issued for litter that was more than 120litres, however for all others there was a nil figure. Mr Dagg noted that there would be an opportunity to overhaul the Policy and fines structure once the changes to the Act had been confirmed.

Councillor Reid sought clarification on the process for responding to someone who had reported litter to advise that person that the complaint had been dealt with, Mr Dagg advised that the intention was to refer to the customer experience strategy and ensure that there was follow-up, however he acknowledged that this was missing at the moment.

It was noted that there were face masks littered everywhere and Councillor Reid suggested running a campaign about holding onto your mask as they might carry COVID.

**RESOLUTION**

**(Cr Rook/Cr Beccard)**

**237/21** **THAT the Council adopts the renewed Litter Infringement Policy, as attached in Appendix 1 of the report.**

**CARRIED**

**6.4 2022 Meeting Schedule**

The report presented the 2022 Meeting Schedule for adoption for the period January to December 2022 (Appendix 1).

**RESOLUTION**

**(Cr Beccard/Cr Mackay)**

**238/21** **THAT the Council adopts the 2022 Meeting Schedule attached as Appendix 1.**

**CARRIED**

**7. Whakataunga kia noho tūmatanui kore / Resolution to Exclude the Public  
RESOLUTION (Cr Roach/Cr Langton)**

**239/21 THAT the public be excluded from the following parts of the proceedings of this meeting namely:**

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:

General subject of each matter to be considered	Reason for passing this resolution in relation to each	Ground(s) under section 48(1) for the passing of this resolution
1. Confirmation of minutes – Ordinary Council 20 September 2021.  2. Receipt of minutes – Audit and Risk Committee 22 September 2021.	Good reason to withhold exists under Section 7.	That the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding exists. Section 48(1)(a).

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

Item No	Interest
<b>1 and 2</b>	Enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations) (Schedule 7(2)(i)).

General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution
3. Receipt of minutes – Environment and Hearings Committee 13 October 2021.	To enable the Council to.	That the exclusion of the public from the whole or the relevant part of the proceedings of the meeting is necessary to enable the Council/Committee to deliberate in private on its decision or recommendation in any proceedings where: ii) the local authority is required, by any enactment, to make a recommendation in respect of the matter that is the subject of those proceedings. Use (i) for the RMA hearings and (ii) for hearings under LGA such as objections to Development contributions or hearings under the Dog Control Act. s.48(1)(d)

General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution
4. Receipt of minutes – Policy and Strategy Committee 18 October 2021	Good reason to withhold exists under Section 7.	That the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding exists. Section 48(1)(a).

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

Item No	Interest
4	Enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations) (Schedule 7(2)(i)).

**CARRIED**

**8. Tuwhera anō te Hui / Resume to Open Meeting  
RESOLUTION**

(Cr Reid/Cr Brown)

244/21 **THAT** the South Taranaki District Council resumes in open meeting.

**CARRIED**

The meeting concluded at 9.15 pm.

Dated this          day of                                  2021.

.....  
**CHAIRPERSON**



# Ngā Menīti Komiti Committee Minutes

To	Ordinary Council
Date	13 December 2021
Subject	<b>Eltham Drainage Committee – 27 October 2021</b>

(This report shall not be construed as policy until adopted by full Council)

## **Whakarāpopoto Kāhui Kahika / Executive Summary**

1. The Eltham Drainage Committee met on 27 October 2021. The Council is being asked to receive the Eltham Drainage Committee minutes from 27 October 2021 for their information.
2. There were no recommendations within the minutes for the Council to consider.

## **Taunakitanga / Recommendation**

THAT the Council receives the minutes from the Eltham Drainage Committee meeting held on 27 October 2021 as a true and correct record.



# Menīti Minutes

## Ngā Menīti take Komiti Whakaawa ki Arakamu Eltham Drainage Committee Meeting

Taumata Recreation Centre, Preston Street, Eltham on Wednesday 27 October 2021 at 10.02 am

---

**Kanohi Kitea / Present:** Ray Willy (Chairperson), Bruce Campbell, Steven Clough, Jonathon Perry, Councillors Mark Bellringer and Rick Coplestone.

**Ngā Taenga-Ā-Tinana / In Attendance:** Herbert Denton (Works Delivery Manager) and Darleena Christie (Governance and Support Team Leader)

**Matakore / Apologies:** Nil

As one of the longest serving members on the Eltham Drainage Committee, a moment's silence was held for Kenneth James Rye who had passed away.

### 1. Whakaaetia ngā Menīti / Confirmation of Minutes

1.1 Eltham Drainage Committee Meeting held on 28 October 2020

**RESOLUTION** (Cr Bellringer/Mr Perry)

01/21 ED **THAT** the minutes of the Eltham Drainage Committee held on 28 October 2020 be confirmed as a true and correct record.

**CARRIED**

1.2 Eltham Drainage Committee Meeting held on 24 February 2021

**RESOLUTION** (Mr Willy/Mr Campbell)

02/21 ED **THAT** the minutes of the Eltham Drainage Committee held on 24 February 2021 be confirmed as a true and correct record.

**CARRIED**

### 2. Pūrongo-Whakamārama / Information Report

2.1 Financial Report

Mr Denton commented that the overheads had been reallocated and the targeted rates were normal for the quarter. The spraying would be included next year for March/April and would cost approximately \$4,000.

**RESOLUTION**

**(Cr Bellringer/Cr Coplestone)**

**03/21 ED THAT the Eltham Drainage Committee receives the financial report.**

**CARRIED**

**3. Take Whānui / General Issues**

**3.1 Drainage Inspection**

Mr Willy sought clarification on whether a letter or notification had been emailed to farmers within the Eltham Drainage boundary. It was agreed that for health and safety reasons and as a courtesy, farmers be notified prior to the next round of drainage inspections.

In response to whether any follow up had been undertaken with the overflowing drain between the Houghton and Watkins properties, Mr Willy commented that he would ring Mr Watkins to investigate whether the issue was still ongoing.

**3.2 Spraying Schedule**

It was noted that the next round of spraying would be March/April 2022, however there were no confirmed dates and the schedule was weather dependent.

A letter was to be sent to all farmers notifying them of the spraying schedule in February 2022. Council officers had created a spreadsheet with the contact information.

**3.3 History of the Eltham Drainage Committee**

It was agreed that the history of the Eltham Drainage Committee be collated and provided to all the properties within the boundary, as many farmers had asked about the background of the Committee.

Mr Willy commented that he had several documents that provided the history of the Committee and advised that he would work with Council officers to complete a document for circulation to the Eltham Drainage community.

**The meeting concluded at 10.20 am.**

**Dated this            day of            2021.**

.....  
**CHAIRPERSON**





# Ngā Menīti Komiti Committee Minutes

To	Ordinary Council
Date	13 December 2021
Subject	<b>Audit and Risk Committee – 3 November 2021</b>

(This report shall not be construed as policy until adopted by full Council)

## Whakarāpopoto Kāhui Kahika / Executive Summary

1. The Audit and Risk Committee met on 3 November 2021. The Council is being asked to receive the Audit and Risk Committee minutes from 3 November 2021 for their information.
2. There was one recommendation within the minutes for the Council to consider.

## Taunakitanga / Recommendation

THAT the Council;

- 1) Receives the minutes of the Audit and Risk Committee meeting held on 3 November 2021.
- 2) Adopts recommendation 75/21 AR from the Audit and Risk Committee;

THAT the Council approves the First Quarter Financial and Non-Financial Performance Report for the period ending 30 September 2021.



# Menīti Minutes

## Ngā Menīti take o te Komiti Arotake me te Haumaru Audit and Risk Committee Meeting

Held in the Camberwell Lounge, TSB Hub, Camberwell Road, Hāwera on  
Wednesday 3 November 2021 at 11.12 am

**Kanohi Kitea / Present:** Philip Jones (Chairperson), Mayor Phil Nixon and Councillors Andy Beccard, Gary Brown and Chris Young.

**Ngā Taenga-Ā-Tinana  
/ In Attendance:** Fiona Aitken (Acting Chief Executive), Marianne Archibald (Group Manager Corporate Services), Liam Dagg (Group Manager Environmental Services), Claire Bourke (Acting Management Accountant), Sara Dymond (Senior Governance Officer), Garry Morris (Acting Finance Manager), Ahmed Mohamed (Risk and Internal Audit Manager) and Garth Gregory (Mercer).

**Matakore / Apologies:** Te Aroha Hohaia (Iwi Representative) and Jack Rangiwahia.

**RESOLUTION**

**(Cr Young/Cr Brown)**

**73/21 AR** **THAT** the apologies from Te Aroha Hohaia and Councillor Jack Rangiwahia be received.

**CARRIED**

### 1. Whakaaetia nga Menīti / Confirmation of Minutes

1.1 Audit and Risk Committee minutes held on 22 September 2021.

**RESOLUTION**

**(Cr Brown/Mayor Nixon)**

**74/21 AR** **THAT** the Audit and Risk Committee adopt the minutes of their meeting held on 22 September 2021 as a true and correct record.

**CARRIED**

### 2. Pūrongo / Reports

2.1 Quarterly Financial and Non Financial Performance Report for period ending 30 September 2021

The report updated the Audit and Risk Committee (the Committee) on the Financial Variance and Performance Measures for the first quarter of the financial year to 30 September 2021.

In response to the request for an update on the Bridger Park bridge renewal, Ms Aitken explained that quotes had been received and it was now about contractor availability to undertake the work. The Council were pushing to progress this as quickly as possible. A complete replacement was considered however it could not be undertaken within the budget.

Councillor Young queried the reason for budgeting on roading when it was known that operational projects were programmed for the summer months. Ms Aitken would endeavour to look at seasonalising the budgets. Mr Jones shared this concern as the Council had only undertaken half of the budgeted CAPEX work. He suggested short term forecasting and Ms Aitken would investigate this in terms of feasibility and value.

In terms of the non-financial performance measure, Mayor Nixon alluded to the result of the animal control service and queried whether the department required additional resources and support in that area. Mr Dagg explained that a review process was currently underway and resourcing would be considered. The COVID-19 lockdown in 2021 saw an increase in call outs compared to the 2020 lockdown.

Regarding the non-financial performance measures, Mr Jones suggested that the Committee was provided with a summary sheet showing the number as a percentage by activity and a comparison from 12 months prior.

**RECOMMENDATION**

**(Mayor Nixon/Cr Brown)**

**75/21 AR THAT the Audit and Risk Committee recommends the Council approves the First Quarter Financial and Non-Financial Performance Report for the period ending 30 September 2021.**

**CARRIED**

**2.2 Mercer Quarterly Investment Monitoring Report – September 2021**

The report provided the Committee with an update on the Mercer Quarterly Investment Monitoring up to September 2021.

Mr Gregory explained that the third quarter for 2021 was diverse, July and August were positive and September saw a market retreat. Equity markets had performed well for some time and it was a positive month for the Long Term Investment Fund. The standout performer was the New Zealand equities market which returned 5.2%. October was strong with the equity markets returning 7% for October and year to date up 22%.

The overall return for the September 2021 quarter was 1.1%, 0.5% ahead of the benchmark return. The long term investment objective was 4% and over the last ten years the investment return was 8.3%. Nikko Trans-Tasman Equities outperformed in the quarter as did ANZ Global Equities, Harbour NZ Bonds and Mercer Low Volatility Global Equities and First Sentier Global Listed Infrastructure underperformed. A balance exercise was undertaken towards the end of June using funds to subsidise rates, however the Fund remained overweight in Global equities and underweight in Global bonds. The reserving position was at \$32.2 million or 25% of the real capital base. The three year running return was 7.5% which was a solid result and the target net real return was 8.3%.

The biggest risk to the portfolio was inflation and supply chain issues. Inflation in New Zealand was high at 4.9%.

There was a discussion around rebalancing and Mr Jones suggested that the Committee be asked if they were comfortable prior to it taking place. Mr Gregory commented that as an investment committee it was a decision they should make and he explained that it could comfortably be run for another three months. The Committee supported rebalancing when funds were being removed in December.

**RESOLUTION**

**(Cr Beccard/Cr Young)**

**76/21 AR THAT the Audit and Risk Committee receive the Mercer Quarterly Investment Monitoring Report – September 2021.**

**CARRIED**

**3. Ngā Take Kawea / Items for Action**

**3.1 Actions from Audit Findings of the South Taranaki District Council**

Ms Archibald had been in contact with the Department of Internal Affairs (DIA) and the Council was waiting for further advice from the DIA. The Council were ensuring that a complaint was clearly articulated in the performance measures so that what was being collected was meaningful. Once there was an outcome an update would be provided.

In response to the query around the information currently collected, Ms Archibald confirmed the information collected was correct. The Council were defining what a complaint was to determine how satisfied customers were and what service level was being provided and if it was satisfactory. This would enable the Council to improve their services.

The Committee supported the working group requesting a formal update from the DIA which would then be reported back to the Committee.

**4. Pūrongo-Whakamārama / Information Reports**

**4.1 Capital Projects Progress Report**

The report provided an update on the 2021/22 capital works programme and highlighted the risks associated with completing the programme and specific projects.

Ms Aitken explained that the projects highlighted in the report were based on not only dollar value but those projects that had political and community interest. Clarification was provided that the budget figures against each project were the current year's budget and did not include the overall budget.

It was updated that the LDX stainless steel for the Waimate West reservoir was being transported from Germany. The project would not be completed in this financial year due to supply chain issues. The expected arrival in New Zealand was September 2022, however there could be further delays. Whilst concrete would provide for a longer life, it was far more than the budgeted amount.

Mayor Nixon queried the 50% deposit and the commentary around liquidation. Ms Aitken explained that the supplier and manufacturer for the tank required progress payments of up to 50% before delivery to the site, however the initial payment was 10%. There was no indication that the supplier and manufacturer would liquidate, however it was highlighting the risk. Credit checks and other due diligence on the supplier/manufacturer had been undertaken.

Mayor Nixon asked if the report could show the total project cost and what was budgeted for in this financial year.

In terms of Nukumarū Station Road, Mayor Nixon had heard that equipment had been removed from the site and queried whether the road was in a state that it could be used. Ms Aitken explained that the sub-contractor clearing the site had been completed up to the railway line and had removed their equipment. The main contractor would now undertake the construction of the road. The base work had been completed and in an emergency vehicles could use it.

In response to the request for a progress update on the Nukumarū Station Road property acquisition, Ms Aitken explained that the Council were moving forward with the next stage of the compulsory acquisition. The three month negotiation period ended part way through lockdown and it was agreed to extend it for the number of weeks they could not meet face to face. The Council's lawyers were carrying out the next phase of the compulsory acquisition stage which included survey pegs in the ground prior to lodging it with Land Information New Zealand (LINZ). The construction contract was split into two so that the lower portion of the road could be completed and if at that time, the compulsory acquisition was not completed, the contractors would leave the site and return to complete the last portion of the road once the acquisition of land was completed.

Mayor Nixon acknowledged the unexpected delays with the party wall for Te Ramanui and sought an update on progress. With regard to the supply chain issues and the risk of increased costs he did not support a reduction in size as this had already been confirmed. He appreciated that additional funding might be required, however believed the project should progress as planned. Ms Aitken explained that the delays with the party wall was not impacting on the current programme. The Council were working with the contractor around the demolition and managing the risk with the party wall. Pre-engagement with the three contractors had taken place and the tender documents for construction would be sent out soon. It was hoped that a contractor would be appointed prior to Christmas with the intention that work would commence in the New Year. She highlighted that the original external funding was budgeted at \$3.2 million and \$6.8 million was received which provided flexibility in the overall budget.

In response to the query around the party wall, Councillor Beccard queried whether there had been consideration for purchasing the building. Ms Aitken explained that this was a consideration, however no agreements could be made. The cost of strengthening the party wall was factored into the budget.

Mr Jones believed it would be beneficial for the Committee to have a summary of the top two or three risks for each project, an explanation of the risk, the likelihood, the consequence and the mitigation. This would enable the Committee to monitor the key risks.

In terms of the Manaia facilities, valuers had developed a schedule for both facilities including the work required and costings. Once the schedule was available the Council would engage with the community.

**RESOLUTION**

**(Mr Jones/Cr Beccard)**

**77/21 AR THAT the Audit and Risk Committee receives the Capital Projects Progress Report for Quarter 1 of the 2021/22 financial year.**

**CARRIED**

**4.2 Audit and Risk Committee Workplan 2021/22**

The Workplan was provided for the Audit and Risk Committee to review any items of work for the 2021/22 year.

The 2021/22 workplan would be updated with the Audit and Risk Committee meeting dates recently adopted by the Council.

The Human Resources and Health and Safety report would be presented to the Committee at the February and March meetings.

**RESOLUTION**

**(Mr Jones/Cr Young)**

**78/21 AR THAT the Audit and Risk Committee receive the workplan for the period 2021/22.**

**CARRIED**

*The meeting was adjourned at 12.08 pm and reconvened at 12.45 pm.*

**5. Nga Tōkeketanga kia noho tūmatanui kore/Resolution to Exclude the Public**

**RESOLUTION**

**(Cr Brown/Cr Young)**

**79/21 AR THAT the public be excluded from the following parts of the proceedings of this meeting, namely:**

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:

General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution
1. Presentation Harbour Investment Fund Manager	Good reason to withhold exists under Section 7.	That the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of

2. Confirmation of Minutes 22 September 2021		information for which good reason for withholding exists. Section 48(1)(a)
3. Mercer Quarterly Investment Monitoring Report		
4. Credit Card Fraud Attempt Report		
5. Privacy Breach Report		

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

Item No	Interest
2	Enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations) (Schedule 7(2)(i)).
1, 3, 4,	Maintain the effective conduct of public affairs through the protection of members or officers or employees of the Council, and persons to whom Section 2(5) of the Local Government Official Information and Meetings Act 1987 applies in the course of their duty, from improper pressure or harassment (Schedule 7(2)(f)(ii)).
5	To protect the privacy of natural persons, including that have deceased natural persons (Schedule 7(2)(a)).

**CARRIED**

## 6. Tuwhera anō te Hui / Resume Open Meeting

**RESOLUTION**

(Cr Brown/Cr Young)

84/21 AR **THAT** the Audit and Risk Committee resumes in open meeting.

**CARRIED**

The meeting concluded at 2.11 pm

Dated this            day of            2021

.....  
CHAIRPERSON



# Ngā Menīti Komiti Committee Minutes

To	Ordinary Council
Date	13 December 2021
Subject	<b>Extraordinary Environment and Hearings Committee – 10 November 2021</b>

(This report shall not be construed as policy until adopted by full Council)

## Whakarāpopoto Kāhui Kahika / Executive Summary

1. The Environment and Hearings Committee met on 10 November 2021 to consider a subdivision resource consent. The Council is being asked to receive the Extraordinary Environment and Hearings Committee minutes from 10 November 2021 for their information.
2. There were no recommendations within the minutes for the Council to consider.

## Taunakitanga / Recommendation

THAT the Council receives the minutes of the Extraordinary Environment and Hearings Committee meeting held on 10 November 2021 to consider a subdivision resource consent.





# Menīti Minutes

## Ngā Menīti take o te Komiti Taiao me ngā Whakawā Extraordinary Environment and Hearings Committee

*To consider a subdivision resource consent.*

Southern Lounge, TSB Hub, Camberwell Road, Hāwera  
on Wednesday 10 November 2021 at 4.00 pm

**Kanohi Kitea / Present:** Deputy Mayor Robert Northcott, Councillors Andy Beccard (Chairperson), Aarun Langton (via MS Teams), Steffy Mackay, Diana Reid and Bonita Bigham (Iwi Representative).

**Ngā Taenga-Ā-Tinana /  
In Attendance:** Adam Bridgeman (Consultant Planner), Liam Dagg (Group Manager Environmental Services), Sophie Canute (Planning Officer), Sara Dymond (Senior Governance Officer), Jessica Sorensen (Planning and Development Manager), Scott Willson (Business Development Manager) and three members of the public.

**Matakore / Apologies:** Nil.

### 1. Whakatakoto Kaupapa Whānui, Whakaaturanga hoki / Open Forum and Presentations

#### 1.1 Subdivision and Land Use Consent – Turuturu Road, Hāwera, Ian Dixon and Karyn Hughes

Mr Dixon read a letter he submitted to the Council expressing their concerns about the potential development as it was believed they would be heavily impacted. The concerns raised were around the negatives effects the subdivision would have on their property as it dramatically changed the outlook. He queried the consultation process around affected parties, the linking of the subdivision to Glasgow Street, zoning change, asbestos and Iwi consultation.

Ms Dixon believed they had been overlooked inconsiderately and felt disrespected. The owners would like to be more involved in the process as they were directly affected.

Mr Dagg explained that the hearing was to consider Stage 1 which was designed to be self-sustainable. Due to a change in policy direction the Committee were required to consider the application. The current zone was industrial and the proposal was to develop residential houses, the planning report detailed the reasons the environmental effects were considered less than minor. All affected parties considered had submitted their support and there would be some commentary around Iwi through the Planning Team.

In response to Ms Hughes query around a land use change, Mr Dagg explained in terms of Stage 2 and any subsequent stages or developments the Council had signalled it would go alongside a public plan change process which would rezone the property. This was consistent with the Council's position in the last Long Term Plan where the Council signalled the intent to rezone land for the business park and flip zoning on Turuturu Road.

## 2. Whakaaetanga Rawa Taiao / Resource Consent

### 2.1 Subdivision and Land Use Consent – Turuturu Road, Hāwera

Mrs Sorensen outlined the background around the application and thanked the applicant and team for their understanding of the process the application had been through over a period of time. Earlier in the week the Council received feedback from Iwi about the position of the proposal and application. It was suggested that the Committee work through the hearing then adjourn the meeting to allow Iwi to provide further feedback on the Cultural Impact Assessment and the significance that may play on the application, conditions and the carrying out of the consent.

Mr Stefan Kiss from Taylor Patricks introduced the project team highlighting that it was a large team of consultants and sub-consultants which represented a significant investment in the project. Through the Council's Business Case a review of the potential for an Industrial Park in Hāwera was undertaken by Veros who recommended that Turuturu Road was more suitable for residential development. The Council's preferred location for the Business Park was Waihi Road which in his opinion cleared the way for the rezoning of Turuturu Road to residential.

The consent for Stage 1 sat within a wider vision for the site which included up to 250 residential lots with walking, cycling links, open spaces, plantings, restored wetlands and high quality streetscapes. The decision was made to submit the resource consent for Stage 1 prior to the plan change process. The work completed by the Consultants Team had been broad in order to provide confidence to decision makers. The report prepared by the Consultants Team covered all key areas of assessment which allowed the consent report to demonstrate that the effects of Stage 1 on the environment with the proposed mitigation measures were not more than minor and were well managed.

The granting of the resource consent for the proposal provided for an appropriate use of the site with no more than minor adverse effects on the environment and it achieved sustainable management.

There was strong capability from the consulting team supporting Mr and Mrs Shrader to deliver and complete Longview to a high standard. The selection of good quality contractors to build the works was the key part to this delivery strategy.

There was a request to edit the conditions due to typo/clarification which were as follows:

- Suggestion to add (Applies to Stage 1B Only) to 5.21 to 5.23.
- Typo on Condition 8 as it should read be not he.
- Update the LINZ number in Condition 8 to 1758181.
- Change to the proposed Bond condition to 5%.

Regarding the paper road it was understood that the legal agreement was with the Council and they looked forward to receiving that so that they could commence the required survey and Land Transfer Plans to enable the shifting of the road.

There had been several conversations with Ngāti Ruanui regarding the project via the Nga Kaitiaki Forum. Ngāti Ruanui had been supplied with a full set of the application drawings and background of the project and were intending to do a walkover of the application site by Hapū reps.

In response to the query for clarification around the shifting of the paper road, Mr Kiss explained that there was a paper road through the centre of the site and the alignment of the roundabout and entrance road were not in the same place. The requirement was to shift the paper road to the alignment with the redesigned road and convert the old paper road into land owned by Mr Shrader. Mr Dagg noted that this was not part of the Resource Management Act (RMA) process, however this was being worked through with the Council's Rooding Team.

In terms of the footpath and the requirement that people could need to cross at the railway line, Councillor Reid queried the suitability of crossing at that point as the pathway may be used by children walking to school. Mr Kiss confirmed that it was the current design, however there was potential for the Soccer grounds to carry on the footpath. He added that they were in the design phase of undergrounding the power across the front of the subdivision which would remove some of the power poles and in affect would improve the situation being able to continue the footpath.

At the site visit it was noticed that there were for sale signs and it was queried whether this was an assumption that the application would be granted. Mr Kiss explained that agreements were subject to the resource consent being granted. It was standard practice for these sorts of developments to sell in advance of consents. Projects like this took a lot of resources and funding and if it was not carried out this way then the time period gets further extended. Ms Bigham added that there could be the perception within the community that the decision had been made putting the Committee in a precarious position.

In response to the request for confirmation to allay the Committee's fears that the Tawhiti Stream would not be silted up by the opportunity to carry out this subdivision, it was explained that as part of the application an earthworks consent was required to undertake the subdivision. This required them to satisfy the Taranaki Regional Council (TRC) that there was silt control and measures put in place. A response was yet to be received on that application, however they believed they had satisfied what was required.

In terms of the Hazardous Substances and New Organisms, Mr Kiss explained that Tonkin and Taylor had undertaken a primarily site investigation and the site was cleared. As part of that report all documentation relating to the asbestos pipe removal in the section of land affected was provided.

In terms of the water supply it was clarified that it came down to the preferred option for the water main to go down Turuturu Road to duplicate the current supply. The design phase was being worked through.

In response to the query around the plans for the greenspace areas, Mr Kiss explained that they would have multiple uses such as stormwater management, removal of settlement and pollutant and public uses. His preference at that stage would be for them to be vested in the Council, however this would be worked through with the Council's Engineers and Parks Team.

In response for an explanation of where the name Longview originated from, Mr Shrader explained that where Stage 1 started was a beautiful and longview which made the name fit. Mr Kiss noted that in terms of the Road Naming Policy he expected there would be Ngāti Ruanui involvement and a meeting between them and the Shraders.

In terms of the approval from Ngāti Ruanui, Mr Kiss provided a summary of their engagement with Ngāti Ruanui. He explained that there had been several conversations with Ngāti Ruanui regarding the project and the consent had been presented to the Nga Kaitiaki forum where Mr Scott Bicknell from Veros was present. The conversations had with Mr Graham Young had been positive. In relation to the TRC consent consultation had been directly with Ngāti Ruanui. As part of the discussion Ngāti Ruanui were supplied with the application drawings and a letter providing background on the project. Ngāti Ruanui had requested an archaeologist undertake an appraisal on the site which concluded that there were no sites of significance on the application site which was provided to Mr Young. Subsequent to that Ngāti Ruanui requested a site walkover which was taking place the following day. There was no formal written approval at present.

Mr Dagg explained that the Nga Kaitiaki Group was established by the Council to progress the rezoning of the specific area, however much broadly with the structure plan and areas already in the District Plan. This was a microcosm of a much bigger conversation with Ngāti Ruanui. In his opinion Ngāti Ruanui as pertained to Stage 1 were not an affected party, however in terms of the bigger picture Ngāti Ruanui were considered an affected party. From a Council perspective in that process Ngāti Ruanui had been taken along the journey and the reason for an adjournment of evidence was due to the timing.

**Adam Bridgeman - Consultant Planner**

The application sought subdivision and land use consent to develop 5.2 hectares (ha) of the 21.2429ha industrial zoned land at 70-74 Turuturu Road, Hāwera. The proposal included the creation of 63 residential allotments, the vesting of three roads, the creation of a Right of Way and the development of associated infrastructure. The main effects of the proposal were servicing, amenity, reverse sensitivity and transport.

In respect of wastewater and water reticulation, the application provided details to manage these onsite, which ultimately connected into the Council owned assets. The water mains were proposed to be extended to the site via the existing Turuturu Road infrastructure, requiring the Kiwi Rail corridor to be crossed. The extension and upgrade was considered by the Development Engineer to be suitable for this stage, including water mains pipe sizing that would accommodate any future development. Both water and wastewater infrastructure would be vested to the Council. The existing wastewater infrastructure to the rear of the site had been identified as being acceptable to service the development, with minor improvements to be undertaken. These two services were considered suitable for the scale of the development, both proposed and for any future stages, with the effects anticipated to be managed through development and conditions of consent to be less than minor.

In respect of stormwater, given the nature of staging for the development, both proposed in this consent and going forward, stormwater design would be provided for in the interim, with ongoing development of the service and ultimately being vested in the Council. For Stage 1 it had been assessed as being acceptable subject to conditions of consent. Overall, the proposed stormwater infrastructure was considered to be acceptable to mitigate and manage stormwater effects onsite to be less than minor.

In terms of transports internally the roads were acceptable and the Council's Development Engineer considered that the Turuturu Road intersection had acceptable sightlines in both direction. A turning bay was proposed to accommodate right turning vehicles into the site, with tapers to accommodate the posted 70km/hr speed limit. Any effects were anticipated to be minor at this junction in relation to the directly adjoining neighbours through the required road widening, however, these effects were discounted given written approval had been received from the directly adjacent properties.

In respect to reverse sensitivity, the effect from potentially having residential within industrial were reverse so he did not want to see the effects on future dwellings be exasperated by industrial moving in next door. The applicant had prospered conditions that no industrial activities could be undertaken on site providing confirmation to the Council that the future amenity of the dwellings would be maintained. Likewise the railway corridor provided designs for an acoustic fence to reduce to an acceptable level the noise affects from the railway corridor.

Visually within the application the applicants made the case that because it was moving from industrial activity to residential it was lessening the visual amenity effects of the potential visual amenity effects on site and he agreed with that.

The application provided a guideline of designs of standards that would go hand in hand with the development of the site.

There were some updates to the conditions to clarify:

- Conditions 5.21, 5.22 and 5.23 were proposed for Stage 1 B.
- Typo in condition 8.1 with the removal of the word he.

Mrs Sorensen commented that the report stated that Ngāti Ruanui were in support of the proposal which was written under the influence that everyone was on the same page subsequent to being informed on Monday that they were not.

Ms Bigham highlighted that the wrong hapū and Iwi had been listed in the report and assumed it meant Ngati Tu Pai and Ngāti Ruanui. In terms of the footpaths in the subdivision, she queried whether they would come back to the Council as part of that package. Mr Shrader explained that it was proposed that the subdivision footpaths would be walkway/cycleway that would link with the Turuturu Road footpath with the view that the Council would take the lead to extend it to the existing walkway/cycleway.

Mr Kiss requested a review of condition 3.6 relating to the bonds as it was standard throughout the District for that bond to be 5% of the value of works for the first \$200,000 and 2.5% for the remainder. Mr Michael Kemys from Veros explained that in the past there had not been a bond with the Council for the defect period. As part of their contract they had to carry a defects with the contractor which meant they were paying a bond to two different people for exactly the same elements. His preference was to remove the bond.

Ms Schrader reiterated that Panda Developments over the last 15 years had demonstrated the standards they upheld when they had undertaken townhouse throughout the town. Mr Kiss's first preference was to remove the bond. Mrs Sorensen explained that the condition was included on advice from the Council's Assets Team, however she would discuss this further with them.

In response to the query around Ngāti Ruanui not being considered an affected party to the subdivision, Mr Bridgeman explained that essentially the site visit did not identify any archaeological features within in Stage 1 or 2 and the majority of the site was flat farmland. Looking at the effect on the wider environment the one affect highlighted was the stormwater to the receiving environment which was covered effectively by the condition of consent to ensure the effect were managed and mitigated on the stream going into the wider environment. From a planning perspective there were no effects.

Regarding the discussion relating to the footpath on Turuturu Road, Ms Bigham would like the Council to remember in a wider discussion the potential to develop a pathway heading towards Turuturu Mokai. Mrs Sorensen explained that those conversations would potentially come with the Council driving a plan change and what the area, zoning and setup may look like following that change.

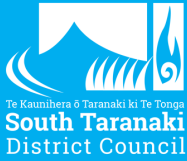
Ms Bigham alluded back to Ngāti Ruanui not being consulted with because there were no archaeological areas she asked that people were mindful that although there may not be archaeological areas did not mean certain places were not wahi tapu. It was known that the landscape in Taranaki had been heavily modified and it may have looked different in a different time. She was happy that Ngāti Ruanui would be involved walking over the site to see if there were any historical references. Mrs Sorensen explained that if the feedback from the walkover had a significant impact on the conditions then it would be brought back to the Committee to work through.

*The meeting was adjourned at 5.15 pm until a further date.*

**The meeting concluded at 5.15 pm.**

**Dated this            day of                            2021.**

.....  
**CHAIRPERSON**



# Ngā Menīti Poari

## Board Minutes

To	Ordinary Council
Date	13 December 2021
Subject	<b>Eltham-Kaponga Community Board – 15 November 2021</b>

(This report shall not be construed as policy until adopted by full Council)

### **Whakarāpopoto Kāhui Kahika / Executive Summary**

1. The Eltham-Kaponga Community Board met on 15 November 2021. The Council is being asked to receive the Eltham-Kaponga Community Board minutes from 15 November 2021 for their information.
2. There were no recommendations within the minutes for the Council to consider.

### **Taunakitanga / Recommendation**

THAT the Council receives the minutes of the Eltham-Kaponga Community Board meeting held on 15 November 2021.



# Menīti Minutes

## Ngā Menīti take Poari Hapori o Arakamu ki Kaponga Eltham-Kaponga Community Board Meeting

Held via video conference on Monday 15 November 2021 at 10.30 am

**Kanohi Kitea / Present:** Karen Cave (Chairperson), Sonya Douds, Lindsay Maindonald and Councillor Steffy Mackay.

**Ngā Taenga-Ā-Tinana / In Attendance:** Mayor Phil Nixon, Liam Dagg (Group Manager Environmental Services), Vanessa Bowles (Governance and Support Officer), Darleena Christie (Governance and Support Team Leader) and Hayley Old (Community Development Advisor).

**Matakore / Apologies:** Alan Hawkes

**RESOLUTION**

**(Ms Douds/Mr Maindonald)**

50/21 EL **THAT** the apology from Alan Hawkes be received.

**CARRIED**

### 1. Whakaaetia ngā Menīti / Confirmation of Minutes

1.1 Eltham-Kaponga Community Board Meeting held on 4 October 2021

**RESOLUTION**

**(Ms Douds/Cr Mackay)**

51/21 EL **THAT** the Eltham-Kaponga Community Board adopts the minutes from the meeting held on 4 October 2021 as a true and correct record.

**CARRIED**

### 2. Pūrongo / Reports

2.1 Local Discretionary Fund Applications

The report updated the Board on a summary of the applications received to the August 2021 Local Discretionary Fund, including the current status of the Board's Fund. In addition, the end of year financial reconciliation was completed and incorporated into this report.



**RESOLUTION**

**(Mrs Cave/Ms Douds)**

- 52/21 EL** **THAT the Eltham-Kaponga Community Board receives the Local Discretionary Funding Application Report.**

**CARRIED**

**Kaponga Primary School**

A request was received from the Kaponga Primary School for the redistribution of a previous grant that was allocated to the school scooter pad to be reallocated to the school bike park project.

**RESOLUTION**

**(Cr Mackay/Ms Douds)**

- 53/21 EL** **THAT Eltham-Kaponga Community Board approve the reallocation of the \$5,000 grant to the Kaponga Primary School for the purpose of the school bike park project.**

**3. Ngā Take Kawea / Items for Action**

**3.1** Bridger Park Project

Councillor Mackay advised that as part of the Bridger Park project the mosaic pavers had been installed.

**3.2** Kaponga Security Cameras

It was noted that the Kaponga Lions Club were in support of the project to have the cameras installed and had requested further information.

**4. Pūrongo-Whakamārama / Information Reports**

**4.1** Community Development Activity Report

The report updated the Board on progress with community development projects and activities across the District and other items of interest.

The Board discussed the International day of the older people and the good work that was undertaken by the Community Services team to come up with a work around, given all the cancellation of events in the community.

The opening of the Bridger Park entrance was scheduled for 5 December 2021.

In response to a query regarding whether the rural pools were going to be open over the summer period, Councillor Mackay commented that a decision had been made not to open them until January 2022. The opening of the pools was dependent on the COVID-19 restrictions and staff requirements. Mayor Nixon confirmed that the Hāwera Aquatic Centre was not included due to the centre being able to provide social distancing when the pools were in use. However, the rural pools did not have the required infrastructure in place and further communication would be provided to the public.

**RESOLUTION**

**(Ms Douds/Mr Maindonald)**

**54/21 EL THAT the Eltham-Kaponga Community Board receives the Community Development Activity Report.**

**CARRIED**

4.2 District LibraryPlus Report – September and October 2021

The report covered a range of library activities and statistics across the District for September and October 2021.

Mayor Nixon noted that although Wi-Fi was up the usage was down, and issues were down due to COVID-19. To reduce the length of time that people were spending browsing in the libraries, LibraryPlus staff had put together book bundles to cater for different age categories.

In response to a suggestion for the libraries to make available loan devices, Mr Dagg advised that due to COVID-19 there would be issues with regard to the loan and return of devices, keeping up with demand and ongoing costs for regular cleaning.

**RESOLUTION**

**(Mr Maindonald/Cr Mackay)**

**55/21 EL THAT the Eltham-Kaponga Community Board receives the District LibraryPlus Report – September and October 2021.**

**CARRIED**

4.3 Environmental Services Activity Report – October 2021

The report updated the Eltham-Kaponga Community Board on activities relating to the Environmental Services Group for the month of October 2021.

Building consents numbers were picking up again which was normal at this time of the year. Statutory compliance numbers could be better, but the building team were making steady progress. Both Hāwera and Ōpunakē were currently the main areas for building and resource consents, with new housing consistently at seven builds month on month. Subdivisions in Hāwera and Ōpunakē remained at a strong level.

Animal control are starting to see an improvement with a reduction in dog attacks after experiencing high numbers. Roaming dogs remained high. An internal review was continuing and would involve community boards and elected members during early 2022.

In the Environment and Sustainably area the natural heritage funding round took place with four projects receiving funding. Bin latches have been a big success although there had been some minor issues with the latches and the bin loads. Communication was coming out to ensure a minimum of 2.5 kgs were in the bins for the latches to release.

Mayor Nixon advised that numbers were starting to look good in the regulatory area, building numbers had increased with seven consents in Eltham and three in Kaponga. It was good to see that the dog attack numbers were decreasing. He suggested that there be some consistency with the report labelling and Mr Dagg advised this would be addressed in the next report.

**RESOLUTION**

**(Cr Mackay/Mrs Cave)**

**56/21 EL THAT the Eltham-Kaponga Community Board receives the Environmental Services Activity Report – October 2021.**

**CARRIED**

**4.4 Eltham-Kaponga Facilities Usage Report – 2021/22**

The facilities usage report summarised the total usage of a range of Council owned assets and services within the Eltham-Kaponga ward.

Discussion was held around the bus numbers and the impact the road works were having on the main state highway in relation to travel times. Mr Maindonald commended the Connector bus drivers for their work in dealing with the delays that impacted on commute times.

**RESOLUTION**

**(Ms Cave/Mr Maindonald)**

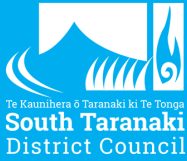
**57/21 EL THAT the Eltham-Kaponga Community Board receives the Eltham Facilities Usage Report.**

**CARRIED**

**The meeting concluded at 10.56 am.**

**Dated this      day of                      2021.**

.....  
**CHAIRPERSON**



# Ngā Menīti Poari

## Board Minutes

To	Ordinary Council
Date	13 December 2021
Subject	<b>Te Hāwera Community Board – 15 November 2021</b>

(This report shall not be construed as policy until adopted by full Council)

### **Whakarāpopoto Kāhui Kahika / Executive Summary**

1. Te Hāwera Community Board met on 15 November 2021. The Council is being asked to receive Te Hāwera Community Board minutes from 15 November 2021 for their information.
2. There were no recommendations within the minutes for the Council to consider.

### **Taunakitanga / Recommendation**

THAT the Council receives the minutes of Te Hāwera Community Board meeting held on 15 November 2021.



# Menīti Minutes

## Ngā Menīti take Poari Hapori o Te Hāwera Te Hāwera Community Board Meeting

Held via Audio Visual Link on Monday 15 November 2021 at 1.30 pm

**Kanohi Kitea / Present:** Wayne Bigham (Chairperson), Nikki Watson, Raymond Buckland, Russell Hockley, and Councillor Diana Reid

**Ngā Taenga-Ā-Tinana / In Attendance:** Mayor Phil Nixon, Marianne Archibald (Group Manager Corporate Services), Ella Borrows (Community Development Manager), Vanessa Bowles (Governance and Support Officer) and Darleena Christie (Governance and Support Team Leader).

**Matakore / Apologies:** Nil

### 1. Whakaaetia ngā Menīti / Confirmation of Minutes

1.1 Te Hāwera Community Board Meeting held on 4 October 2021

Mrs Borrows advised that the artist had confirmed what the anti-graffiti coating was when the Hāwera overhead bridge mural was initially completed. It was noted that the coating did not prevent graffiti and took longer to dry.

Ms Archibald confirmed that a review in the regulatory area was currently underway and a report would be available in the new year.

**RESOLUTION**

**(Ms Watson/Mr Buckland)**

**51/21 HA** **THAT** Te Hāwera Community Board adopts the minutes from the meeting held on 4 October 2021 as a true and correct record.

**CARRIED**

### 2. Pūrongo / Report

2.1 Local Discretionary Fund Applications

The report updated the Board on a summary of the applications received to the August 2021 Local Discretionary Fund, including the current status of the Board's Fund. In addition, the end of year financial reconciliation was completed and incorporated into this report.

Mayor Nixon confirmed this was the revised report and as the new Privacy Act came into force last December, the full applications were kept in the Diligent Communications Centre for the Board to read.

**RESOLUTION**

**(Mr Hockley/Ms Watson)**

**52/21 HA THAT Te Hāwera Community Board receives the Local Discretionary Fund report.**

**CARRIED**

**3. Ngā Take Kawea / Items for Action**

3.1 Hāwera Town Centre Strategy Project, Te Ramanui o Ruapūtuhanga Site Demolition

Mayor Nixon confirmed that good progress was being made. The whole demolition site was being kept tidy at all times and the contractor was managing this well.

**4. Pūrongo-Whakamārama / Information Reports**

4.1 Community Development Activity Report

The report updated the Board on progress with community development projects and activities across the District and other items of interest.

There was disappointment shared by the Board regarding the Ketemarae/Glover Roads walkway opening being cancelled and the other event postponements or cancellations. Mayor Nixon noted that although the opening had not taken place it had been good to see people already using the walkway.

Mr Hockley made special mention about the clean-up at the Hāwera HUB and the skate park by Board members.

**RESOLUTION**

**(Mr Hockley/Mr Buckland)**

**53/21 HA THAT Te Hāwera Community Board receives the Community Development Activity Report.**

**CARRIED**

4.2 District LibraryPlus Report – September and October 2021.

The report covered a range of library activities and statistics across the District for September and October 2021.

The Library staff were commended for the good work they had done, this included providing the bin latches, the book bundles prepared for people so less time was spent browsing the library during COVID-19 restrictions. Congratulations and well done to Katherine Bosworth and the team for being able to complete the Ronald Hugh Morrieson Awards this year remotely.





# Ngā Menīti Poari

## Board Minutes

To	Ordinary Council
Date	13 December 2021
Subject	<b>Taranaki Coastal Community Board – 16 November 2021</b>

(This report shall not be construed as policy until adopted by full Council)

### **Whakarāpopoto Kāhui Kahika / Executive Summary**

1. The Taranaki Coastal Community Board met on 16 November 2021. The Council is being asked to receive the Taranaki Coastal Community Board minutes from 16 November 2021 for their information.
2. There were no recommendations within the minutes for the Council to consider.

### **Taunakitanga / Recommendation**

THAT the Council receives the minutes of the Taranaki Coastal Community Board meeting held on 16 November 2021.





# Menīti Minutes

## Ngā Menīti take Poari Hapori o Taranaki ki Tai Taranaki Coastal Community Board Meeting

Held via Audio Visual Link on Tuesday 16 November 2021 at 2.30 pm

**Kanohi Kitea / Present:** Andy Whitehead (Chairperson), Bonita Bigham, Sharlee Mareikura, Liz Sinclair, and Councillor Aaron Langton.

**Ngā Taenga-Ā-Tinana / In Attendance:** Mayor Phil Nixon, Liam Dagg (Group Manager Environmental Services), Vanessa Bowles (Governance and Support Officer), Darleena Christie (Governance and Support Team Leader), Fran Levings (Community Development Advisor) and four members of the public.

**Matakore / Apologies:** Nil

The meeting commenced with a Karakia.

### 1. Whakatakoto Kaupapa Whānui, Whakaaturanga hoki / Open Forum and Presentations

#### 1.1 Pihama Hall – Liz Sinclair

Ms Sinclair advised that the Pihama Hall had been allocated a defibrillator that required installation on the outside wall of the Hall to be accessible to the public 24 hours, seven days a week. The application to the Board requested funding assistance toward the plastic protection case which would require a code to open it.

#### 1.2 Pungarehu Community Society – Nigel Cliffe and Urs Signer

Mr Signer spoke in support of the Society's application for funding for pool supplies and maintenance. He gave a brief overview of the organisation, advising that the Society's income was from the Hall and pool key hireage.

The Board were advised that Mr Hayward had been in touch with the Ministry of Health and the Ministry of Business, Innovation and Employment to seek clarification on managing the restrictions imposed on the Society when moving into the COVID-19 Traffic Light Framework. The Society was aiming to open the pool on 19 December and would be compliant with the Ministry of Health guidelines.

There were currently three volunteers on a weekly roster for cleaning and pool maintenance. Approximately 70-80 keys were sold annually by subscription. All safety at the pools was the responsibility of the person using the facility, a gate and fencing was in place and the pools were run similar to a whānau/private pool with no lifeguard in place.

1.3 Manaia Santa Parade – Gordon Chisnall and Mary Moore

Discussion was had around the items listed in the application and Ms Moore confirmed that the road closure was no longer required. However, Public Liability insurance and advertising were still needed. This was due to the current COVID-19 restrictions having caused a change in the way the Christmas Parade would proceed. A house decorating competition was to take place with Santa going around the streets and prizes being awarded.

The Board advised that they might be able to assist with costumes given these would be used for future years and the Christmas lights for decorating the Santa sleigh. The Board advised they would require an updated application that excluded the request for funding food as it did not meet the funding criteria.

**2. Whakaaetia ngā Menīti / Confirmation of Minutes**

2.1 Taranaki Coastal Community Board Meeting held on 5 October 2021.

It was requested that a correction be made noting that Waka Kotahi maintained the gardens on the main state highway outside of the town zone.

**RESOLUTION**

**(Ms Mareikura/Ms Bigham)**

50/21 TC **THAT the Taranaki Coastal Community Board adopts the minutes from the meeting held on 5 October 2021 as a true and correct record.**

**CARRIED**

**3. Pūrongo / Reports**

3.1 Local Discretionary Funding Applications

The report updated the Board on a summary of the applications received to the August 2021 Local Discretionary Fund including the current status of the Board's Fund. In addition, the end of year financial reconciliation was completed and incorporated into the report.

**RESOLUTION**

**(Mr Whitehead/Ms Sinclair)**

51/21 TC **THAT the Taranaki Coastal Community Board receives the Local Discretionary Funding Applications Report.**

**CARRIED**

**Pihama Hall**

*Ms Sinclair declared a conflict of interest and abstained from voting.*

An application was received from the Pihama Hall Society Incorporated for funds to install a defibrillator to the outside of the Hall.

**RESOLUTION**

**(Ms Mareikura/Cr Langton)**

- 52/21 TC **THAT the Taranaki Coastal Community Board allocates \$1,581.25 from their Discretionary Fund to the Pihama Hall Society Incorporated for mounting of a defibrillator.**

**CARRIED**

**Manaia Community Services Committee**

An application was received from the Manaia Community Services Committee for funds to organise the Manaia Christmas Parade.

Discussion held around the items requested in the funding application. The Board confirmed that they were unable to approve funding for food items, however they were able to provide funding for items such as costumes, decorations like solar lighting. The Board have requested an updated application with the corrected items.

**RESOLUTION**

**(Ms Mareikura/Cr Langton)**

- 53/21 TC **THAT the Taranaki Coastal Community Board allocates \$800.00 from their Discretionary Fund to the Manaia Community Services Committee for funding of a mural at the Manaia Swimming Pool.**

**CARRIED**

**Ōpunakē Community Kindergarten Incorporated**

*Councillor Langton declared a conflict of interest and abstained from voting.*

An application was received from the Ōpunakē Community Kindergarten Incorporated for funds to upgrade and extend buildings and facilities for the kindergarten.

Discussion was had by the Board regarding the application as it appeared to be related to capital works. Concern was raised given the kindergarten was funded by the Ministry of Education and supported by charging fees for enrolled clients on a graded scale. Ms Mareikura advised that the facility started as a kindergarten and grew into a childcare as well, which was entitled to the Early Childhood Education (ECE) funding through the Ministry of Education. It was noted that it would be an asset to the whānau involved with the group, however, was not open to all members of the public.

**RESOLUTION**

**(Ms Sinclair/Ms Mareikura)**

- 54/21 TC **THAT the Taranaki Coastal Community Board declines the application from the Ōpunakē Community Kindergarten for funding to upgrade and extend the Kindergarten buildings.**

**CARRIED**

**Pungarehu Community Society**

An application was received from the Pungarehu Community Society for funding for the service, update and repairs of the pool and grounds.

**RESOLUTION**

(Cr Langton/Ms Mareikura)

55/21 TC **THAT the Taranaki Coastal Community Board allocates \$2,525.17 from their Discretionary Fund to the Pungarehu Community Society for funding to service, update and repair of the pool and grounds.**

**CARRIED**

3.2 Community Board Representative Appointment on the Policy and Strategy Committee

Ms Bigham put forward the recommendation that Chairperson Andy Whitehead be appointed as the Board's representative to the Policy and Strategy Committee. Mr Whitehead accepted the nomination.

**RESOLUTION**

(Ms Bigham/Ms Mareikura)

56/21 TC **THAT the Taranaki Coastal Community Board appoints Andy Whitehead as the Community Board Representative on the Policy and Strategy Committee from November 2021 to October 2022.**

**CARRIED**

**4. Pūrongo-Whakamārama / Information Reports**

4.1 Community Development Activity Report

The report updated the Board on progress with community development projects and activities across the District and other items of interest.

It was noted that sculptor, Fridtjof Hanson, had sadly passed away prior to the Kiwi statue being set in place. Mayor Nixon advised that he was able to confirm that the sculptor was aware it was happening before he passed away.

Ms Levings advised that the Rāhotu Hall had been booked for the community network meetings and the Hall had been refurbished with the outstanding works completed. An update regarding the water fountain project confirmed the funding had been carried over and the Group was waiting on the quote for Manaia.

**RESOLUTION**

(Mr Whitehead/Ms Mareikura)

57/21 TC **THAT the Taranaki Coastal Community Board receives the Community Development Activity Report.**

**CARRIED**

4.2 District LibraryPlus Report – September and October 2021

The report covered a range of library activities and statistics across the District for September and October 2021.

The Ronald Hugh Morrieson Literary Awards were a great success, Mayor Nixon commended Katherine Bosworth and her team for putting on the event given the COVID-19 restrictions. He noted the innovative ways that the library staff were coming up with for example, the bundles of books for people to collect to reduce time spent browsing in the library.

**RESOLUTION**

**(Mr Whitehead/Ms Bigham)**

**58/21 TC** **THAT the Taranaki Coastal Community Board receives the District LibraryPlus Report – September and October 2021.**

**CARRIED**

4.3 Environmental Services Activity Report – October 2021

The report updated the Taranaki Coastal Community Board on activities relating to the Environmental Services Group for the month of October 2021.

It was noted that the building and resource consent activities remained on the increase in Hāwera and Ōpunakē which was normal for this time of year. New housing and subdivisions continued with the same growth. The Regulatory team had seen improvements in statistics regarding dog attacks and the review was mid-way through with a report due to go out in the early 2022 to the Council and Community Boards for feedback.

The bin latches had been a big success, although there had been some minor issues with the latches due to bin loads. Communication was to be sent out to ensure a minimum weight of 2.5 kgs in the bins for the latches to release. In general feedback received had been positive.

The Natural Environmental Funding round was completed with a similar framework to the Local Discretionary Fund and was commended for the transparency with which the fund was allocated.

In response to whether there had been changes in the building and consents area, Mr Dagg advised the hourly rate had increased for the Building Consent Officer to align with the planning versus building officer due to COVID-19.

Abandoned vehicles continued to be a concern, the Council had limited options available to deal with this issue. Mr Dagg advised further communication would go out to the public.

**RESOLUTION**

**(Mr Whitehead/Cr Langton)**

**59/21 TC** **THAT the Taranaki Coastal Community Board receives the Environmental Services Activity Report – October 2021.**

**CARRIED**

4.4 Taranaki Coastal Facilities Usage Report – 2021/22

The facilities usage report summarised the total usage of a range of Council owned assets and services within the District.

The Recycling Station was up and running again. Mr Whitehead advised that the Ōpunakē town hall had graffiti which had not been completely covered up.

The Board agreed that the Manaia Town Hall was no longer in use and requested whether this could be removed from the Facilities Usage Report. This was to be further investigated by Council officers.

**RESOLUTION**

**(Mr Whitehead/Ms Bigham)**

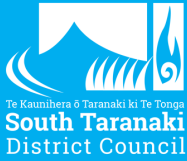
**60/21 TC** **THAT the Taranaki Coastal Community Board receives the Taranaki Coastal Facilities Usage Report – 2021/22.**

**CARRIED**

**The meeting concluded at 3.42 pm.**

**Dated this      day of                      2021.**

.....  
**CHAIRPERSON**



# Ngā Menīti Poari

## Board Minutes

To	Ordinary Council
Date	13 December 2021
Subject	<b>Pātea Community Board – 17 November 2021</b>

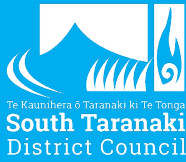
(This report shall not be construed as policy until adopted by full Council)

### **Whakarāpopoto Kāhui Kahika / Executive Summary**

1. The Pātea Community Board met on 17 November 2021. The Council is being asked to receive the Pātea Community Board minutes from 17 November 2021 for their information.
2. There were no recommendations within the minutes for the Council to consider.

### **Taunakitanga / Recommendation**

THAT the Council receives the minutes of the Pātea Community Board meeting held on 17 November 2021.



# Menīti Minutes

## Ngā Menīti take Poari Hapori o Pātea Pātea Community Board Meeting

Held via Audio Visual Conference on Wednesday 17 November 2021 at 4.00 pm

**Kanohi Kitea / Present:** Jacq Dwyer (Chairperson), Joanne Peacock, Maria Ferris, Dianne Lance, and Deputy Mayor Robert Northcott.

**Ngā Taenga-Ā-Tinana / In Attendance:** Mayor Phil Nixon, Liam Dagg (Group Manager Environmental Services), Vanessa Bowles (Governance and Support Officer), Darleena Christie (Governance and Support Team Leader), Janine Maruera (Community Development Advisor) and four members of the public.

**Matakore / Apologies:** Nil

The meeting opened with a Karakia

### 1. Whakatakoto Kaupapa Whānui, Whakaaturanga hoki / Open Forum and Presentations

#### 1.1 Master Muncaster

Due to the change in COVID-19 alert levels, it was noted by the Chairperson that Master Muncaster would address the Board at the next Community Board Meeting.

#### 1.2 Pātea Community Patrol – Jacq Dwyer on behalf of Michael Clarkson

Ms Dwyer read out the letter provided by Mr Clarkson. The Pātea Community Patrol had moved into the new premises at 126 Egmont Street, Pātea. The premises would be open on Thursday afternoons for members to be available to the public and encourage discussions around what the patrol do and advise of any issues. An article for new members had been circulated and some good responses had been received.

#### 1.3 Waverley Summer Jam, Waverley Chamber of Commerce – Vicki Koubaridis and Frankie Stevens

Mr Stevens and Ms Koubaridis provided some background to the event. The original “Summer Christmas Jam” event had since been cancelled due the changes with COVID-19 traffic light framework. The Waverley Chamber of Commerce (the Commerce) decided to rename the event to the Summer Jam with the new proposed date to be 26 February 2022. The event would be similar to the Christmas Jam and was to be a community celebration of the challenges they had faced. Creative Initiatives had provided some funding to the Commerce, and they were maintaining communication with the sponsors in relation to this event.



## 2. Whakaaetia ngā Menīti / Confirmation of Minutes

2.1 Pātea Community Board Meeting held on 6 October 2021.

**RESOLUTION**

(Ms Lance/Ms Peacock)

53/21 PA **THAT the Pātea Community Board adopts the minutes from the meeting held on 6 October 2021 as a true and correct record.**

**CARRIED**

## 3. Pūrongo / Reports

3.1 Local Discretionary Fund Application

The report updated the Pātea Community Board on activities relating to the Local Discretionary Fund for the month of August 2021. In addition, the end of year financial reconciliation had been completed and incorporated into the report as Appendix 1.

**RESOLUTION**

(Ms Lance/Ms Ferris)

54/21 PA **THAT the Pātea Community Board receives the Local Discretionary Fund Application Report.**

**CARRIED**

### **Pātea Lions Club**

An application was received from the Pātea Lions Club for funding to run the annual Christmas parade and related activities. The application had since been withdrawn as the event was cancelled.

**RESOLUTION**

(Ms Dwyer/Ms Ferris)

55/21 PA **THAT Pātea Community Board receives the withdrawn application from the Pātea Lions Club.**

**CARRIED**

### **Waverley Chamber of Commerce**

*Ms Ferris declared a conflict of interest and abstained from voting.*

An application was received from the Waverley Chamber of Commerce for funding for the inaugural Waverley Summer (Christmas) Jam.

**RESOLUTION**

(Deputy Mayor Northcott/Ms Lance)

56/21 PA **THAT Pātea Community Board allocates \$1,773.04 from their Discretionary Fund to the Waverley Chamber of Commerce for funding for an outdoor concert for the local community.**

**CARRIED**

**Pātea Community Board**

An application was received from the Pātea Community Board for funding for the installation of the Directional Sign.

The sign would be installed at the Pātea lookout and was planned to be installed for Christmas.

**RESOLUTION**

**(Ms Ferris/Deputy Mayor Northcott)**

**57/21 PA** **THAT the Pātea Community Board allocates \$885.00 from their Discretionary Fund to the Pātea Community Board for installation costs of the lookout sign.**

**CARRIED**

**Pātea Community Board**

An application was received from the Pātea Community Board for funding to create and erect a memorial sign at the Pātea Freezing Works.

The project had been driven by Hemi Ngawhira and Ngapari Nui. It was noted that next September was the 40 year anniversary since the site closed. A large Memorial Sign with photos was to be created as the memorial sign. It was proposed to erect the memorial sign on the side of the freezing works site by the deer fencing. There was a query around whether the sign would have an impact on the view for those houses in the Portland Quay area, this would be followed up.

**RESOLUTION**

**(Ms Lance/Ms Ferris)**

**58/21 PA** **THAT the Pātea Community Board allocates \$1,794.00 from their Discretionary Fund to the Pātea Community Board to create and erect a memorial sign at the Pātea Freezing Works.**

**CARRIED**

**Pātea Community Board**

An application was received from the Pātea Community Board for funding to create and install a sign outside the Hunter Shaw Building.

The sign for the Hunter Shaw Building would be small 700x500mm, double sided with aluminium and plastic coating. It would have a stylised picture of the building from when it was built in the 1930s. The size would fit in where the old Plunket sign used to be and had a life expectancy of 25 years.

**RESOLUTION**

**(Deputy Mayor Northcott/Ms Peacock)**

**59/21 PA** **THAT the Pātea Community Board allocates \$402.50 from their Discretionary Fund to the Pātea Community Board to erect a sign outside the Hunter Shaw Building.**

**CARRIED**

#### 4. Ngā Take Kawea / Items for Action

##### 4.1 Waverley Shelter

Ms Ferris commented that feedback had been received from Mr Waite that there was funding available for a shelter to be built. There was a condition that this would need to have a qualified builder oversee the build which must comply with the necessary building codes. Currently waiting on new costings for the project and clarification was sought on how to purchase supplies and be reimbursed.

#### 5. Pūrongo-Whakamārama / Information Reports

##### 5.1 Community Development Activity Report

The report updated the Board on progress with community development projects and activities across the District and other items of interest.

Ms Dwyer congratulated the Community Development team for the innovative way in which International Day of the Older Person was celebrated. The photo article in the local newspaper was well received.

The Community Groups meeting was confirmed for early next year in March. This would be a forum for all the interested community groups to get together and find out what each other was doing or service they had to offer.

The Kiwi sculpture was ready for bronzing and the project was progressing well. A Give-a-Little fundraising page was created and had reached \$11,000.00, which showed the community support for the project.

It was noted in the report that the Walkway Community Group was incorrectly named and was actually called the Waverly Community Group (the Group). A meeting was held with the local hapū in Waverley to discuss ways to build communication and the Group would establish a Terms of Reference.

##### **RESOLUTION**

**(Ms Dwyer/Deputy Mayor Northcott)**

**60/21 PA THAT the Pātea Community Board receives the Community Development Activity Report.**

**CARRIED**

##### 5.2 District LibraryPlus Report – September and October 2021

The report updated the Board on a range of library activities and statistics across the District for September and October 2021.

Mayor Nixon commended the staff for all the work completed in organising the Ronald Hugh Morrieson Literary Awards. He congratulated them for keeping the awards going by changing the venue to an online ceremony.

**RESOLUTION**

**(Ms Dwyer/Ms Lance)**

**61/21 PA** **THAT the Pātea Community Board receives the District LibraryPlus Report – September and October 2021.**

**CARRIED**

5.3 Environmental Services Activity Report – October 2021

The report updated the Board on activities relating to the Environmental Services Group for the month of October 2021.

Mr Dagg advised that the building and resource consents were predominately for new builds and subdivisions, with seven in Waverley and Pātea. The Council was mindful of the activity in the Portland Quay area and what needed to be cleared up in that area. The clear up would coincide with other works being completed in relation to the Freezing Works site.

The Regulatory Team had seen improvements in statistics regarding dog attacks and the review was mid-way through with a report due to go out in early 2022 to the Council and Community Boards for feedback. The current focus for compliance notices had been in Hāwera for prosecutions. Mayor Nixon noted the report reflected the pressures that team had been under.

The bin latches had been a big success, although there had been some minor issues with the latches in regard to bin loads. Communication was to be sent out to ensure a minimum of 2.5 kgs was in the bins for the latches to release. In general feedback received had been positive. The Natural Environmental Funding round had been completed with some good projects getting support.

**RESOLUTION**

**(Ms Dwyer/Ms Peacock)**

**62/21 PA** **THAT the Pātea Community Board receives the Environmental Services Activity Report – October 2021.**

**CARRIED**

5.4 Pātea Facilities Usage Report

The Facilities Usage report summarised the total usage of a range of Council owned assets and services, within the South Taranaki District.

Mayor Nixon confirmed the Council was working within the current COVID-19 regulations for getting the public pools opened, however they were unlikely to open prior to 8 January 2022.

**RESOLUTION**

**(Ms Dwyer/Ms Lance)**

**63/21 PA** **THAT the Pātea Community Board receives the Facilities Usage Report.**

**CARRIED**

**The meeting concluded at 4.58 pm.**

**Dated this        day of                    2021.**

.....  
**CHAIRPERSON**



# Ngā Menīti Komiti Committee Minutes

To	Ordinary Council
Date	13 December 2021
Subject	<b>Iwi Liaison Committee – 24 November 2021</b>

(This report shall not be construed as policy until adopted by full Council)

## **Whakarāpopoto Kāhui Kahika / Executive Summary**

1. The Iwi Liaison Committee met on 24 November 2021. The Council is being asked to receive the Iwi Liaison Committee minutes from 24 November 2021 for their information.
2. There were no recommendations within the minutes for the Council to consider.

## **Taunakitanga / Recommendation**

THAT the Council receives the minutes of the Iwi Liaison Committee meeting held on 24 November 2021.



# Menīti Minutes

## Ngā mēniti Take o te Komiti Takawaenga-ā-Iwi Iwi Liaison Committee Meeting

Southern Lounge, TSB Hub, Camberwell Road, Hāwera  
on Wednesday 24 November 2021 at 10am

**Kanohi Kitea / Present:** Mayor Phil Nixon (Chair), Deputy Mayor Robert Northcott, Councillors Andy Beccard, Aarun Langton, Sandy Parata (Te Rūnanga o Ngāti Ruanui), John Hooker (Te Korowai o Ngāruahine), Marty Davis (*online*), Paul Sullivan (*online*) (Te Kāhui o Rauru), Leanne Horo (*online*), John Niwa (Te Kāhui o Taranaki).

**Ngā Taenga-Ā-Tinana / In Attendance:** Emma Gardiner (10.21am) (Te Korowai o Ngāruahine), Waid Crockett (Chief Executive), Fiona Aitken (Group Manager Community and Infrastructure Services), Marianne Archibald (Group Manager Corporate Services), Liam Dagg (Group Manager Environmental Services), Darleena Christie (Governance and Support Team Leader), Reg Korau (Iwi Liaison Advisor) and Becky Wolland (Policy and Governance Manager).

**Matakore / Apologies:** Graham Young, Ngapari Nui, Ferinica Hawe-Foreman and John Niwa for lateness.

### MŌTINI / RESOLUTION

(Mr Hooker/Mr Parata)

53/21 IL **THAT** the apologies from Graham Young and Ngapari Nui (Te Rūnanga o Ngāti Ruanui), Ferinica Hawe-Foreman (Te Korowai o Ngāruahine) and John Niwa for lateness be received.

TAUTOKO / CARRIED

### 1. Whakatakoto Kaupapa Whānui, Whakaaturanga hoki / Open Forum and Presentations

#### 1.1 2022 Local Body Election, Elector Engagement – Becky Wolland

Mrs Wolland advised that the local body elections were to be held on 8 October 2022 and that there would be two Māori representatives included. In 2019 the legislation changed, noting that the Chief Executive was responsible for fostering and facilitating substantial electoral engagement. That included getting people enrolled and encouraging them to vote. The two key demographics going forward to engage with were Māori and Youth. The Council want to be out in the community promoting and making connections to encourage people to enrol and vote.

Mrs Wolland was seeking clarification on what Iwi would like the Council to do, or in conjunction with Iwi, what events the Council could attend and provide any support to get the message out there. She explained about those enrolled on the general roll could not enrol on the Māori roll and vice versa. She sought clarification on whether there were any contacts that Iwi had for the Council to start those conversations. The Council would like to attend events such as Paepae in the Park and connect with both the Hāwera and Ōpunakē High Schools.

Mr Hooker commented that he would like an email sent to him and Emma Gardiner to ensure that the Rangatahi Advocate connects with the Council.

The Year 13 students could be targeted early next year, however there would be some transitioning to that registering and voting stage by October. Other areas to engage with youth were through the Mayors' Taskforce for Jobs and youth going from school to first time employment. The Electoral Commission believed that engaging with youth at the early stage was the best time.

Information was to be sent to the Iwi Liaison Committee to distribute to their connections to see what feedback might be received. A suggestion was to target people at the beginning of the year to get them involved in the election process.

## 2. Whakaaetia ngā Menīti / Confirmation of Minutes

2.1 Iwi Liaison Committee minutes held on 13 October 2021

### MŌTINI / RESOLUTION

(Mr Parata/Deputy Mayor Northcott)

54/21 IL **THAT the minutes of the Iwi Liaison Committee meeting held on 13 October 2021 be confirmed as a true and correct record.**

**TAUTOKO / CARRIED**

Mr Niwa arrived at 10.13am.

## 3. Pūrongo / Reports

3.1 Draft Property Acquisition and Disposal Policy

The report presented the revised draft Property Acquisition and Disposal Policy (the Policy) to the Iwi Liaison Committee for consideration.

It was noted that Mr Young was still formulating comments on behalf of Te Rūnanga o Ngāti Ruanui. The plan was to present the Policy to the next Policy and Strategy Committee meeting and then to the Full Council. Mr Crockett advised that there was a reasonable amount of commentary and feedback that had been received and was now included in the Policy, for example, inclusion of clause 7.0 Right of First Refusal.

Mr Davis commented that he agreed with the amendments made to the Policy, however he sought clarification on the disposal process diagram. In particular, the process for when relevant Iwi were notified a property was declared surplus and the timeframe for this notification.



Ms Archibald advised that having a timeline would be good when selling the property, however it would be helpful to get an understanding of what a reasonable timeframe was in the Council process for right of first refusal.

In response to ensuring the timeframe was reasonable, Deputy Mayor Northcott suggested that Iwi be notified early on in the process once the Council considered the property for disposal, as there were no specific timeframes in place. It was noted that there were legislative processes to follow once the Council considered a property for disposal.

Ms Horo commented that the timeframe could be moved up in the diagram structure, this would not be committing to anything, however it would signal to Iwi that there was potentially properties coming up for disposal. In terms of the Iwi-Council partnership, having the conversation earlier was far better than being at the end and prolonging the timeframe.

Ms Archibald commented that another step could be added to the disposal process diagram that signalled to Iwi what the Council was working on. A notification could be provided at a Huinga-ā-Iwi hui.

Due to the amount of work involved, Mr Crockett suggested that the Council discuss in a workshop the properties that were to be looked at and then work with Iwi partners on agreeing to go through a disposal process, the additional step in the process would be inserted between step one and step three. The workshop would be an opportunity to signal whether to proceed down a disposal process.

Mr Hooker commented that certain properties would require additional time for Iwi and having a heads-up would be beneficial to put strategies in place earlier.

In discussion about the next steps following the Policy adoption, the procedures would need to be confirmed. A final decision was to be made on whether the timeframe for response by Iwi was one, two or three months for right of first refusal.

**MŌTINI / RESOLUTION**

**(Mr Hooker/Mr Niwa)**

55/21 IL

**THAT the Iwi Liaison Committee agrees the revised draft Property Acquisition and Disposal Policy be presented to the Policy and Strategy Committee with the amendments noted.**

**TAUTOKO / CARRIED**

**4. Ngā Take Kawea / Items for Action**

4.1 Renaming of the Iwi Liaison Committee

Mr Korau commented that the Council had received support from Ngāruahine and Ngāa Rauru for the renaming of the Iwi Liaison Committee to Te Kāhui Matauraura. However, was awaiting a response from Ngāti Ruanui and Taranaki Iwi.

In response to clarification sought on the name Te Kāhui Matauraura, Mr Korau advised that there were six different ingoa that were acknowledged. In terms of the name Te Kāhui Matauraura, this was based on the korero from Archie, it referred to the knowledgeable guides and leaders, which was the main focus. However, the name also included the aspects of the different levels of the heavens through to the enlightenment and shown by Te Uraura.

Mr Parata sought clarification on whether there were any other names suggested, Mr Korau advised that the other name was Te Keropero, however upon suggestions Te Kāhui Matauraura was considered the best choice.

It was noted that all Iwi were happy for the new name which would be noted on all correspondence to the Committee going forward. Some communications would be undertaken by the Council and the recommendation would be presented to the Ordinary Council meeting for signoff.

Mayor Nixon thanked Iwi for bringing the name forward and for the discussion and was pleased to have this officially in place.

**MŌTINI / RESOLUTION**

**(Mr Niwa/Mr Parata)**

**56/21 IL** **THAT the Iwi Liaison Committee receive the feedback from Iwi and agrees to the new name from the Iwi Liaison Committee to Te Kāhui Matauraura.**

**TAUTOKO / CARRIED**

**5. Pūrongo-Whakamārama / Information Reports**

**5.1 Pouherenga-a-Iwi Activity Report**

The report updated the Iwi Liaison Committee on general activities that concerned all Iwi groups and the organisation and activities relevant to each Iwi for the period August 2021 to November 2021.

Mr Korau acknowledged the discussion with Te Kāhui o Rauru regarding the environmental sustainability climate change work that the Environmental Sustainability Team was undertaking. A hui was being organised with Professor Glavovic from Massey University.

In response to clarification sought on the monitoring and pest control of Turuturu Mōkai, Mr Korau commented that Ngāruahine were assisting with the pest eradication plan and were working with Taranaki Regional Council.

Ms Horo sought clarification on whether a selection of the most at risk communities had been identified to be involved in that climate change adaptation project. Mr Korau commented that Waitōtara was being used as a pilot and acknowledged that there were other sites along the coastline that also had the same impact. However, based on historic events over the past 10-15 years with regard to flooding the Waitōtara valley had been selected.

Mr Crockett commented that at the last meeting, Ms Horo asked that if there was an opportunity for others to sit around the table with the Waitōtara community so that learnings could be shared.

**MŌTINI / RESOLUTION**

**(Mr Parata/Cr Beccard)**

**57/21 IL** **THAT the Iwi Liaison Committee receives the Pouherenga-a-Iwi Activity Report.**

**TAUTOKO / CARRIED**

## 5.2 Environmental Services Activity Report – October 2021

The report updated the Iwi Liaison Committee on activities relating to the Environmental Services Group for the month of October 2021.

Mr Dagg advised that the comments made by Mr Young regarding the executive summary were acknowledged and this would be reviewed in the new year. Key highlights included new houses and subdivisions going strong in Hāwera and Ōpunakē, with quite a bit of activity across the District. There was a fair amount of compliance work across the District in regard to notices to fix and dangerous buildings, however the main focus was Hāwera and work was being done with the legal team. In the regulatory area the number of dog attacks had decreased, however roaming dogs were still a concern. A lot was happening in the climate change, environmental sustainability area, the bin latches had been rolled out, the natural environment fund had been allocated for some worthy projects and work was being undertaken with the commercial greenwaste emissions reporting.

Councillor Beccard asked with the upsurge in consents around the District, if the relevant Iwi groups were receiving the information required. He sought clarification on whether the information was being received and if the information was in a format that was useful.

Confirmation from Iwi was that the information was being received. Ms Horo further added that the intensity of the data received was at different levels and required a lot of the Iwi's time.

### **MŌTINI / RESOLUTION**

**(Cr Beccard/Mr Hooker)**

**58/21 IL** **THAT the Iwi Liaison Committee receives the Environmental Services Activity Report – October 2021.**

**TAUTOKO / CARRIED**

## 5.3 Community Development Activity Report

The report updated the Iwi Liaison Committee on progress with community development projects and activities across the District and other items of interest.

Ms Aitken commented that some of the activities outlined in the report were impacted by the last lockdown. There was now a focus on how services would operate under a traffic light framework.

The Ketemarae / Glover Road blessing was due to be held on the day of the announcement of the COVID cases in Stratford, however this was postponed and a new date would be scheduled.

Councillor Langton commented that Ms Beynon had done a great job with the Ōpunakē Spaces Development Group and a fundraiser had been held to raise funds for the Bowen Crescent Playground. Ms Aitken advised that Ms Beynon was meeting with Council officers tomorrow to discuss the project.

In response to clarification sought on whether any work had been undertaken to clean up the graffiti on the Hāwera rail bridge, Ms Aitken advised that this had been completed.

**MŌTINI / RESOLUTION**

**(Cr Langton/Mr Hooker)**

**59/21 IL THAT the Iwi Liaison Committee receives the Community Development Activity Report.**

**TAUTOKO / CARRIED**

5.4 Community Services Activity Report

The report updated the Iwi Liaison Committee on activities across the District relating to Community Services, and other items of interest.

Ms Aitken noted a number of activities had been affected by COVID-19 for example it was decided not to open the rural swimming pools under Alert Level 2. This was due to the Council not being able to manage safe physical distancing in the pool and having lanes to separate people. Everything possible was being done to enable the pools to open.

There was concern for those communities that had pools that were not able to open. Those kids that could not swim could end up going to the rivers and beaches, so opening the pools for the kids would benefit them and keep them safe. The pool facilities were a great asset, however would be required to still work within the rules of the COVID traffic light system.

Council officers were looking at other programmes to use the budget on in the community, in particular during the holiday period that could be undertaken safely within the traffic light guidelines. Mr Crockett commented that Debbie Ngarewa-Packer contacted him regarding the pools as there could be an opportunity to work with Iwi to develop some ideas for the youth during the summer period.

**MŌTINI / RESOLUTION**

**(Cr Langton/Deputy Mayor Northcott)**

**60/21 IL THAT the Iwi Liaison Committee receives the Community Services Activity Report.**

**TAUTOKO / CARRIED**

5.5 Te Maruata Report

The report updated the Iwi Liaison Committee on items of interest relating to Te Maruata.

The report mentions the outstanding response by Ngāruahine and Ngāti Ruanui health services to the threat of Delta. Both the services had done an outstanding job in the community and the mahi was being continued.

There was a recommendation in the report that the Iwi Liaison Committee commit to sending as many members as possible to the whānui hui in Te Whanganui a Tara on 10-11 February 2022. The hui was to provide information on Māori ward councillors. Mr Crockett commented that if there was an opportunity to send a couple of Iwi Liaison members to that hui, they could then provide feedback to the next Iwi Liaison Committee meeting. An email would be circulated to Iwi seeking expressions of interest to attend.

Ms Horo noted that she endorsed Ms Bigham's comments regarding the outstanding mahi from both health services. She suggested that something formal be done by the Council to acknowledge that mahi undertaken for the whole community.

Both Mr Davis and Ms Gardner acknowledged those health services for their mahi with the marae popups, the challenges they had to overcome for example, at waka urangi. It was noted that the traffic light system would not give the community the safeguards required in an outbreak. Ms Gardner commented that Iwi might need some support from the Council when lobbying with the Health Board or the Government.

**MŌTINI / RESOLUTION**

**(Mr Niwa/Cr Beccard)**

**61/21 IL THAT the Iwi Liaison Committee receives the Te Maruata Report.**

**TAUTOKO / CARRIED**

**6. Take Whānui / General Issues**

**6.1 The Tuia Programme**

Mayor Nixon commented that it was that time of year to look for a Tuia for the programme, having a young rangatahi stand up this year would be a good opportunity for them. Expressions of interest were being sought for next year's programme, these would need to be sent to Mr Korau. The age group was 18 years to 24 years, in the past there had been some fantastic outcomes for people in the programme.

Mr Korau would send information to Iwi on the Tuia Programme and the wananga that the Tuia would be attending as a lot of these were held online due to COVID.

**6.2 Street Naming**

Mr Parata sought clarification about the progress of the road naming and renaming policy. Mayor Nixon advised that the Road Naming Group met three weeks ago and some good progress had been made with the Policy, however nothing yet to confirm.

**6.3 Risk Assessment**

As part of the Government decision around mandatory vaccinations in the health and education sectors, Mr Crockett commented that the Council had started to undertake risk assessments for staff. This was to ensure that when having interactions with those sectors, and more widely with the at risk part of the community, then proper procedures were in place. That risk assessment was now extending to elected members and for the Iwi Liaison Committee, so that for those kaumātua doing blessings and attending meetings were kept safe. It was noted that at this stage elected members were not being requested to have vaccinations, however waiting on further information from the Government.

**Ko te wā whakamutunga 11.21 o te ata.  
Meeting closed at 11.21 am.**

**(Ko te rangi / dated this)**

**(te rā o / day of)**

**2021.**

.....  
**TIAMANA / CHAIRPERSON**



# Ngā Menīti Komiti Committee Minutes

To	Ordinary Council
Date	13 December 2021
Subject	<b>Environment and Hearings Committee – 24 November 2021</b>

(This report shall not be construed as policy until adopted by full Council)

## **Whakarāpopoto Kāhui Kahika / Executive Summary**

1. The Environment and Hearings Committee met on 24 November 2021. The Council is being asked to receive the Environment and Hearings Committee minutes from 24 November 2021 for their information.
2. There were no recommendations within the minutes for the Council to consider.

## **Taunakitanga / Recommendation**

THAT the Council receives the minutes of the Environment and Hearings Committee meeting held on 24 November 2021.



# Menīti Minutes

## Ngā Menīti take o te Komiti Taiao me ngā Whakawā Environment and Hearings Committee

Held in the Southern Lounge, TSB Hub, Camberwell Road, Hāwera  
on Wednesday 24 November 2021 at 4.00 pm

**Kanohi Kitea / Present:** Deputy Mayor Robert Northcott, Councillors Andy Beccard (Chairperson), Steffy Mackay, Diana Reid, Aaron Langton and Bonita Bigham (Iwi Representative).

**Ngā Taenga-Ā-Tinana / In Attendance:** Adam Bridgeman (Consultant Planner), Liam Dagg (Group Manager Environmental Services), Sophie Canute (Planning Officer), Sara Dymond (Senior Governance Officer), Stephanie Eyre (Compliance Officer), Mark Smith (Compliance Team Leader) and five members of the public.

**Matakore / Apologies:** Nil.

### 1. Whakaae i Ngā Mēniti / Confirmation of Minutes

1.1 Environment and Hearings Committee on 13 October 2021

**RESOLUTION**

**(Cr Reid/Deputy Mayor Northcott)**

**87/21 EH** **THAT** the Environment and Hearings Committee confirms the minutes from the meeting held on 13 October 2021 as a true and correct record.

**CARRIED**

### 2. Pūrongo / Report

2.1 Objection to Dog being classified as menacing – LULU (Dog Registration 19057)

Mr Smith spoke to the Officer's report and explained that the incident was initially attended by the afterhours contractor and LULU was impounded due to an alleged attack. LULU was impounded pending further investigation. The Council's Compliance Officer (CCO), Stephanie Eyre took over the investigation who had spoken to Ms Wakeling on numerous occasions. LULU was released on compassionate grounds to the ex-stepfather who was the last registered owner on record. The Menacing Dog Classification was imposed due to the alleged attack on the neighbour's dog.

**Owner – Monique Wakeling and Sheree Hikaka (Mother)**

Ms Wakeling attended the hearing to object to what she considered to be the wrongful classification of her dog LULU. During the process her statement was not taken by a Council officer, she was not shown any evidence proving LULU attacked the other dog and an inspection of her property was not undertaken. The classification placed on LULU in her opinion was wrong due to the lack of evidence throughout the investigation and the breakdown in communication between Council and her.

Ms Wakeling considered LULU to be an emotional support dog for a child with autism and global mental development delay, and That LULU did not require special certification or license to be an emotional support animal.

Ms Wakeling went on to outline other concerns that she alleged were deficiencies in the process:

- LULU was recorded as a Female Brindle Staffordshire Bull terrier by the Council representatives who attended the incident. However, she was registered as a Bulldog;
- Incorrect information was recorded relating to the complainant and the release of LULU;
- A property inspection report was not undertaken;
- The front gate was reported as being damaged at the time of the incident however this took place a month later and it was fixed;
- Council Officer's credentials were not provided upon arrival;
- The Bylaw did not state that a dog could be released on compassionate grounds, onto a property without an inspection and into the care of someone else without her knowledge or permission. The only person the dog should be released to was the registered owner.
- Not informed of the release of her dog to her ex-stepfather.
- No proof that temperament and behavioral testing was required on an alleged dog attack. Report was not received and was only told over the phone the test had been undertaken. She was advised that to undertake the testing LULU was put near the most aggressive dog in the pound.
- There was no proof provided that LULU was responsible for the alleged attack. There were other roaming dogs in the neighborhood that matched the description the complainant provided.
- Her statement or testimonies from others in the neighborhood were not considered however three witnesses that came forward a week later from the complainant's side were.
- A significant privacy breach by releasing Ms Wakeling and her daughter's information to her ex-father in law, who went to the pound to pay the fines.
- The attacked dog was not taken to the vets until four days later.

Ms Wakeling requested that the classification be overturned due to the significant lack of evidence to prove LULU committed the offence and that all fines incurred be refunded due to LULU being surrendered under severe duress and without a full understanding of the process.



The Committee sought clarification around the boundary fence, whether the owner had witnessed LULU jump the fence and how long LULU was outside. Ms Wakeling explained that the boundary fence was corrugated iron except at the front of the property where there was a 1.5 meter concrete fence with a 1 meter high gate. LULU only left the property on a lead and accompanied by herself. Ms Hikaka noted that the Council's Compliance Officer stated that there was no evidence a dog had been pacing or had jumped over the fence. Ms Wakeling further explained that she was at the back of the section with LULU while she carried out her outside routine which took ten minutes. Ms Eyre explained that she introduced herself on arrival and after assessing the surroundings agreed it would be difficult to jump over the corrugated iron and there was no evidence of pacing however she did notice the gate was lower than the front wall, and wire mesh was missing.

In response to the query around whether there was evidence that LULU had jumped the fence, Ms Eyre explained that LULU was checked for injuries on arrival at the pound and there were no substantial marks that indicated she had come off corrugated iron. However, she reiterated that the gate was lower at the front of the property and there was missing wire which was where the alleged attack occurred.

In terms of the history between the two dogs Ms Wakeling explained that there was no history of aggression between the dogs and LULU had not shown animosity to anyone.

Clarification was sought by the Committee on the identification process undertaken. Ms Eyre explained that she assessed LULU's physical appearance and when she contacted the complainants the dog next door was described as a brindle cross. Further clarification was sought around the accuracy of the description. Ms Eyre explained that she questioned the breed of LULU because a French Bulldog was tan in colour and would look similar to an American Bulldog. The complainants allegedly observed LULU jumping the gate, attacking their dog who was on a lead while they attended to their rose bushes.

With reference to Ms Wakeling's comment that there were similar dogs roaming the street it was queried whether the Council had recorded complaints of roaming dogs in the area. Ms Eyre referred to the road as significantly quiet, which was reaffirmed by residents of 30 years. When Ms Wakeling was asked where she was at the time of the attack she advised that she was inside. There were no photos taken of the injuries to the complainant's dog at the time of the incident due to the wounds being amongst hair and parting it would have caused considerable discomfort. In the absence of photos, a statement had been supplied by the veterinary technician.

In terms of the release of the dog Ms Eyre explained that LULU's registration had been lapsed for two years and the last registered owner was Mr Wakeling. There was also a second unregistered dog on the property. Her understanding was that Mr Wakeling had been asked by Ms Wakeling to pay the fees at which time it was explained that the incident was pending investigation. Mr Wakeling then explained that LULU had worked on a farm where she jumped gates and he would prefer LULU be returned to him so that his granddaughter could continue to see her on the weekends. She added that it was about reuniting the dog to the child in a safe environment, at the same time respecting the complainants whose dog was allegedly attacked. Before LULU left the pound she was registered under Mr Wakeling.

## 2.2 Subdivision and Land Use Consent

*Due to Ms Bigham being unable to attend the site visit and fully understand the full application she decided to abstain from taking part in the hearing.*

Mr Andrew and Mrs Kirsty Mainwaring applied for a resource consent to subdivide an Industrial zoned property into two lots at 132 Ōhangai Road, Normanby. The application was also proposing to legalise the proposed residential development of proposed Lot 1.

The proposed subdivision sought to further subdivide an existing lifestyle allotment which was zoned Industrial under the District Plan. Whilst the minimum lot size would be met for both Lots, the development of residential within the Industrial Zone had wider policy implications in terms of the District Plan.

**Applicants - Andrew and Kirsty Mainwaring**

Mr Mainwaring wished to inform the Committee of the reasons for proceeding in this direction, and that it was not about making a profit but about family. Due to the tight housing market their daughter had found it difficult to secure a section to build a house on, which led them to make a decision to subdivide. In the initial stages the proposal was supported by the Council and it was recommended at that time that the section size be a minimum of 2,000m<sup>2</sup>.

**Consultant Planner - Adam Bridgeman**

Mr Bridgeman spoke to the planner's report. The subdivision complied with all the performance standards of the District Plan for subdivision. The application had been bundled and assessed as a discretionary activity, with this due mainly to the land use component, which would see houses built on industrial zoned land. It was recommended that the application be approved due to the existing situation being residential in nature (one household unit is already on the site) with no industrial buildings surrounding it. The proposed subdivision met all the servicing requirements with the right of way being proposed to be upgraded to minimize and mitigate any affects.

The main affect in his opinion was reverse sensitivity being residential in an industrial zone. However, this was assessed as less than minor because of the surrounding environment and because of the existing dwelling next door. The applicant intended to meet the sound quality rules within an industrial zone for a residential dwelling, the affects would be mitigated if there was industrial activity within the area.

In terms of noise Deputy Mayor Northcott queried whether having a residential property in an industrial/rural zone would place more conditions on the industrial component. Mr Bridgeman noted that in this case there was already an existing dwelling and houses would be required to be developed to a certain decibel level for internal noise. Deputy Mayor Northcott wondered if it would inhibit future industrial activities. In this case Mr Bridgeman emphasised the existing dwelling and the small lot size. The affects were assessed as less than minor in terms of the reverse sensitivity component.

The area was zoned industrial with no interest for industrial activities. Deputy Mayor Northcott queried whether this land would be open to a District Plan change in the future. Mr Dagg confirmed this was currently under consideration along with other plan change proposals in the vicinity.

### 3. Pūrongo-Whakamārama / Information Report

#### 3.1 Environmental Services Activity Report – October 2021

The report updated the Environment and Hearings Committee on activities relating to the Environmental Services Group (the Group) for the month of October 2021.

Mr Dagg highlighted that new housing and subdivisions were a feature in the report with new development in Hāwera and Ōpunakē. It was positive to see the reduction in dog attacks however there was still an issue with roaming dogs. Work continued to progress in the Environment and Sustainability Team.

In response to the query around the timeline for the organic waste facility feasibility study Mr Dagg explained that Ms Martin had engaged an Iwi facilitator however with COVID alert levels face to face meetings had been difficult to arrange. He noted that it was a three to six month proposition.

There was discussion around the number of abandoned vehicles in the Region and it was queried what the process was for the removal of them. Mr Dagg explained that these were reported and addressed through a customer complaint however the Council had no jurisdiction on the state highway. There was an ongoing conversation with police around when vehicles stopped being evidence and then whose responsibility it was to uplift them.

The Environment and Sustainability Team were congratulated for the successful bin latch roll out.

#### **RESOLUTION**

(Cr Mackay/Ms Bigham)

88/21 EH **THAT the Environment and Hearings Committee receives the Environmental Services Activity Report – October 2021.**

**CARRIED**

### 4. Nga Tōkeketanga kia noho tūmatanui kore / Resolution to Exclude the Public

#### **RESOLUTION**

(Cr Langton/Deputy Mayor Northcott)

89/21 EH **THAT the public be excluded from the following parts of the proceedings of this meeting, namely:**

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:

General subject of each matter to be considered	Reason for passing this resolution in relation to	Ground(s) under section 48(1) for the passing of this resolution
1. Confirmation of Minutes –Environment and Hearings Committee 1 September 2021.  2. Objection to dog being classified as menacing – LULU  3. Application for Subdivision and Land Use Consents	To Enable the Committee to.	That the exclusion of the public from the whole or the relevant part of the proceedings of the meeting is necessary to enable the Council/Committee to deliberate in private on its decision or recommendation in any proceedings where: ii) the local authority is required, by any enactment, to make a recommendation in respect of the matter that is the subject of those proceedings. Use (i) for the RMA hearings and (ii) for hearings under LGA such as objections to Development contributions or hearings under the Dog Control Act. s.48(1)(d)

**CARRIED**

**5. Tuwhera anō te Hui / Resume to Open Meeting**

**RESOLUTION**

**(Cr Mackay/Ms Bigham)**

**93/21 EH** **THAT** the Environment and Hearings Committee resumes in open meeting and agrees that the decisions be released to the public once the applicants have been notified of the decisions.

**CARRIED**

The meeting concluded at 5.44 pm.

Dated this            day of            2021.

.....  
**CHAIRPERSON**



# Ngā Menīti Komiti Committee Minutes

To	Ordinary Council
Date	13 December 2021
Subject	<b>Policy and Strategy Committee – 29 November 2021</b>

(This report shall not be construed as policy until adopted by full Council)

## Whakarāpopoto Kāhui Kahika / Executive Summary

1. The Policy and Strategy Committee met on 29 November 2021. The Council is being asked to receive the Policy and Strategy Committee minutes from 29 November 2021 for their information.
2. There was one recommendation within the minutes for the Council to consider.
3. The Policy and Strategy Committee moved a recommendation 53/21 PS that the Council adopts the revised Property Acquisition and Disposal Policy.

## Taunakitanga / Recommendation

THAT the Council;

1. Receives the minutes of the Policy and Strategy Committee meeting held on 29 November 2021.
2. Adopt recommendation 53/21 PS from the Policy and Strategy Committee;

THAT the Council adopts the revised Property Acquisitions and Disposal Policy.



# Menīti Minutes

## Ngā Menīti take o te Komiti Kaupapa Here me te Rautaki Policy and Strategy Committee

Camberwell Lounge, TSB Hub, Camberwell Road, Hāwera on  
Monday 29 November 2021 at 1.00 pm

**Kanohi Kitea / Present:** Mayor Phil Nixon, Deputy Mayor Robert Northcott, Councillors Andy Beccard, Mark Bellringer, Gary Brown, Celine Filbee, Aaron Langton Steffy Mackay, Jack Rangiwahia, Diana Reid, Brian Rook, Bryan Roach and Chris Young.

**Ngā Taenga-Ā-Tinana / In Attendance:** Wayne Bigham (Te Hāwera Community Board Representative), Karen Cave (Eltham-Kaponga Community Board Representative), Jacq Dwyer (Pātea Community Board Representative), Andy Whitehead (Taranaki Coastal Community Board Representative), Waid Crockett (Chief Executive), Fiona Aitken (Group Manager Community and Infrastructure Services), Marianne Archibald (Group Manager Corporate Services), Liam Dagg (Group Manager Environmental Services), Sara Dymond (Senior Governance Officer), Gerard Langford (Communications Manager) and one media.

**Matakore / Apologies:** Nil.

### 1. Whakaae i Ngā Mēniti / Confirmation of Minutes

1.1 Policy and Strategy Committee held on 18 October 2021.

**RESOLUTION** (Deputy Mayor Northcott/Cr Brown)

52/21 PS **THAT** the Policy and Strategy Committee adopts the minutes from the meeting held on 18 October 2021 as a true and correct record.

**CARRIED**

### 2. Pūrongo / Report

2.1 Draft Property Acquisition and Disposal Policy

The report presented the revised draft Property Acquisition and Disposal Policy (the Policy) to the Policy and Strategy Committee (the Committee) to review and recommend to the Council to adopt the Policy.

Mr Crockett commented that with regard to the disposal process an additional step would be inserted between step one and step three to include a workshop providing the councillors an opportunity to signal whether to proceed down a disposal process. If it then progressed to disposal at that point Iwi would also be notified. In terms of the sale process, an additional step would be inserted at the end of the process, that Iwi and the public would be provided a three month notification of Council's intent to sell a property prior to the sale process commencing.

In terms of the proceeds from the disposal of Council property, Councillor Reid noted the Policy stated that funds would be utilised in several ways such as housing for the elderly. She queried whether there was already a fund for housing for the elderly and if it had reached an amount to build additional housing. Ms Archibald advised that there was not an existing fund for pensioner housing. Mr Crockett added that some funding went into the property reserve, however it depended on the current status of the land being disposed of. When disposing of certain land and reserves the proceeds could not be used in other areas except for back to the reserves. At the point of disposal, the Council would be asked what they would like the funding used for from those sales. It could be ring fenced at that time.

Councillor Filbee noted that the Policy referenced other policies such as the Sale and Lease and Stopped Roads, however they were not included as part of the whole document. Mr Crockett explained that Stopped Roads were dealt with under different legislation and it was important not to duplicate that in the Policy. Copies could be provided prior to the final sign off.

In terms of the Right of First Refusal, Councillor Filbee queried whether this applied to all properties owned by the Council which was confirmed by Mr Crockett. She sought clarification around which Iwi were relevant and questioned whether the language in the Policy needed to be more prescriptive. Mr Crockett confirmed that it was relevant Iwi within that rohe. All Iwi would be notified early on that a property was coming up. This was taken on board and 7.4 could be altered to reflect this.

Mr Crockett explained that most forestry's were managed under separate agreements. He noted that there were separate agreements that sat outside property acquisitions and suggested the inclusion of a sentence in the Policy to say that there may be other agreements relating to property that were addressed and dealt with through those separate agreements.

**RECOMMENDATION**

**(Cr Mackay/Cr Filbee)**

**53/21 PS**

**THAT the Policy and Strategy Committee recommends to the Council that the revised Property Acquisition and Disposal Policy be adopted including any amendments made from this meeting.**

**CARRIED**

**4. Nga Tōkeketanga kia noho tūmatanui kore / Resolution to Exclude the Public**

**RESOLUTION**

**(Cr Beccard/Cr Young)**

**54/21 PS** **THAT the public be excluded from the following parts of the proceedings of this meeting, namely:**

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:

General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution
1. Confirmation of minutes 18 October 2021.	Good reason to withhold exists under Section 7.	That the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding exists. Section 48(1)(a)

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

Item No	Interest
1.	Enable any local authority holding the information to carry on, without prejudice of disadvantage, negotiations (including commercial and industrial negotiations) (Schedule 7(2)(i)).

**CARRIED**

**5. Tuwhera anō te Hui / Resume to Open Meeting**

**RESOLUTION**

**(Cr Langton/Cr Mackay)**

**56/21 PS** **THAT the Policy and Strategy Committee resumes in open meeting.**

**CARRIED**



**The meeting concluded at 1.23 pm.**

**Dated this      day of                      2021.**

.....  
**CHAIRPERSON**



# Kaupapa Here Whiwhinga Whairawa me te Whakawāteatanga

---

# Property Acquisition and Disposal Policy

Policy Type:  
Person Responsible:  
Date Adopted:  
Status:

Date Last Reviewed:  
Next Review Date:  
Review Period:  
Revision Number:

[www.southtaranaki.com](http://www.southtaranaki.com)



# Kaupapa Here Whiwhinga Whairawa me te Whakawāteatanga

## Property Acquisition and Disposal Policy

### Executive Summary

The Council owns or administers properties which support the delivery of Council services including water supply, wastewater, roading, offices, parks and facilities and public spaces. Council also owns properties that contribute to the protection of, and access to, environmental, cultural and heritage sites of importance to the community.

This Policy sets out the Council's expectations for the future acquisition and disposal of properties to ensure that Council properties are providing the maximum benefit to the District and properties that do not serve a useful purpose or provide a financial benefit are properly disposed of.

### Council's Role and Responsibility

The Council acknowledges the history of land ownership through confiscation, and the Crown settlement process in South Taranaki. Deeds of Settlements are now in place with Taranaki, Ngāruahine, Ngāti Ruanui and Ngaa Rauru Kiiitahi Iwi. The processes outlined in the Deeds of Settlement in relation to Council owned or administered properties that are specifically included in the Deeds of Settlement take precedence over any processes outlined in this Policy.

The Council has multiple functions in property management. It manages properties to provide Council offices and public facilities, greenspace and recreation areas, public works such as water, wastewater and other infrastructure, and properties that have been set aside for future public use.

The Council also administers Crown owned Reserves, some of which are leased and the returns invested for the development of reserves within the District.

Council property acquisition and disposal requires strategic oversight to ensure the best use is made of public funds.

### Purpose of the Policy

The purpose of this Policy is to set out the Council's approach to the acquisition and disposal of property to ensure property transactions contribute to its vision, community outcomes, well-beings and priorities.

The Policy includes a robust process to ensure consistent decision making and diligent management of financial and legislative risks relating to the Council's property portfolio.



# Kaupapa Here Whiwhinga Whairawa me te Whakawāteatanga

## Property Acquisition and Disposal Policy

The Policy also provides guidance for staff on providing accurate, timely information, to enable good decision making.

### Objectives

The objectives of this policy are to:

1. Provide a consistent approach to assessing whether property should be acquired or disposed of.
2. Ensure acquisitions and disposals support the achievement of the Council's vision, community outcomes, well-beings and priorities.
3. Support growth and enable the timely provision of infrastructure and services.
4. Ensure that the Council meets its legislative responsibilities.
5. Define the processes the Council will follow when acquiring or disposing of property.
6. Define how acquisitions will be funded and how funds from the disposal of properties will be allocated.
7. Define how opportunities to acquire property are prioritised.
8. Define when the Council will consider disposing of property.
9. Minimise the risks and costs associated with retaining properties that have no use or benefit to Council.

### Legislation

The management, acquisition and disposal of Council owned and administered properties is governed by the following legislation and the requirements of these Acts have been considered in the development of this Policy and the related processes and procedures:

#### **Building Act 2004**

The Building Act governs the construction of buildings. There are several provisions in this Act which need to be considered on the disposal of property to ensure the Council complies with the vendor's warranties required as a part of any sale agreement.



# Kaupapa Here Whiwhinga Whairawa me te Whakawāteatanga

## Property Acquisition and Disposal Policy

### **Land Transfer Act 2017**

The Land Transfer Act determines the manner, procedure and rules relating to the transfer of land.

### **Local Government Act 1974**

Although largely repealed, some provisions of the Local Government Act 1974 still apply. These largely relate to the disposal of roads. There are several provisions regarding the stopping and disposal of different classifications of road and the appropriate consultation and notification processes must be followed.

### **Local Government Act 2002**

Section 12 of the Local Government Act provides the Council with the powers to acquire and dispose of land for the benefit of the District and there are provisions within the Act on how consultation should be carried out. Section 189 provides the Council with the power to acquire land in accordance with the Public Works Act 1981.

### **Public Works Act 1981**

A property acquired for a public work and no longer required for that, or any other, public work must, in most cases be offered back to the previous owner if they are still alive or to the person entitled under the will or intestacy of the previous owner. This is a requirement of section 40 of the Public Works Act 1981. This section is complex and there is considerable scope for litigation, so great care must be taken to follow the correct process for the disposal of any property acquired under the Public Works Act.

### **Reserves Act 1977**

The Reserves Act governs the process to be followed when considering or undertaking the disposal of any reserve land. The process depends on the classification of a reserve (Recreation, Local Purpose, Scenic etc). Because reserves have generally been provided to, vested in or created by the Council or the Crown for a community purpose, then a higher level of community consultation is required when considering disposal and some special consultative provisions are provided for in the Act.

### **Resource Management Act 1991**

The Resource Management Act provides a range of mechanisms for the protection of significant areas of land which should be considered in the first instance, prior to Council considering the acquisition of land for reserve purposes. These include Esplanade Reserves and Esplanade Strips, Heritage Orders and Financial Contributions.

## Policy



# Kaupapa Here Whiwhinga Whairawa me te Whakawāteatanga

## Property Acquisition and Disposal Policy

### 1.0 Principles

- 1.1 The following principles reflect the Council's approach to the acquisition and disposal of land and should be applied consistently in all acquisition and disposal decisions. The Council will:
- a. Make decisions on the acquisition and disposal of land that reflect its strategic plans and the priorities and well-being of our communities.
  - b. Exercise financial responsibility to get the best value for public money and seek to maximise the value of its land assets and minimise whole-of-life costs.
  - c. Operate within applicable statutes and regulations at all times to ensure statutory and regulatory compliance.
  - d. Recognise the special interests to relevant Iwi in the land and the importance of the inclusion of relevant Iwi in decision making.
  - e. Ensure the acquisition and disposal of Council property is managed transparently, subject to reasonable commercial confidentiality constraints.

### 2.0 Acquisitions Policy

In planning for land acquisition and disposal the Council is generally required to undertake public engagement through the preparation of Long Term Plans and Annual Plans. Preparation of these planning documents will identify strategic property requirements to meet future needs at a non-property specific level of detail.

- 2.1 It is the Council's preference that acquisitions are identified, planned and budgeted for in the Long Term Plan or Annual Plan.
- 2.2 When a need to acquire property is identified, the Council will also assess non-ownership alternatives and their consequences such as partnerships, joint ventures or leasing.
- 2.3 A full report to the Council, applying this Policy, will be required for the consideration of property acquisition. The assessment criteria and process to be used for acquisitions is attached. Appendix 1.
- 2.4 The process and assessment criteria described in 2.3 will apply to any ad hoc opportunity presented to the Council to acquire a property, through either purchase, gifting, bequest, land swap or any other method.

### 3.0 Funding of Acquisitions

The Council may fund land or property acquisitions from the following sources:



# Kaupapa Here Whiwhinga Whairawa me te Whakawāteatanga

## Property Acquisition and Disposal Policy

- a. General Rates and Revenue
- b. Borrowings
- c. Property Reserves including proceeds from disposals

### 4.0 Disposals Policy

- 4.1 When a property is no longer required for its original or intended purpose:
  - a. A review of all options for the future of that property, including alternative use or disposal, will be completed.
  - b. The costs and benefits of retention or disposal will be fully explored.
  - c. A report to the Senior Leadership Team, applying this Policy, will be required for the consideration of a change of use of any property. The assessment criteria and process to be used for a change of use is attached. Appendix 2.
- 4.2 All properties should be considered for disposal when:
  - a. They are no longer required for their intended purpose; and
  - b. They are not required or suitable for any alternative Council purpose; and
  - c. They do not contribute to the Council's strategic vision and community outcomes or any growth strategy, structure plan, asset management plan or other plan; and
  - d. The ongoing costs of the property are not sustainable; or
  - e. Disposing of the property will be of financial benefit to the Council.
- 4.3 Stopped roads should be disposed of immediately following the road stopping process and a plan developed to dispose of old stopped roads.
- 4.4 If the Council is approached with an ad hoc request to purchase a Council owned property:
  - a. The same assessment criteria must be used as applied to planned disposals.
  - b. Any decision must be made by Council resolution based on that assessment.
  - c. Where a member of the public applies to the Council to purchase Council owned or administered property, and the property is not sold through an open market process, all costs associated with the sale and purchase will be borne by the applicant.



# Kaupapa Here Whiwhinga Whairawa me te Whakawāteatanga

## Property Acquisition and Disposal Policy

4.5 A full report to the Council, applying this Policy, will be required for the consideration of all disposals of property. The assessment criteria and process to be used for disposals is attached. Appendix 2.

4.6 Where an agreement is in place with occupiers or lessees, the Council will adhere to the agreement over any processes outlined in this Policy.

### 5.0 Proceeds from Disposals

Proceeds from the disposal of Council property will be utilised in the following way:

#### 5.1 Housing for the Elderly

Sale proceeds to be used for the development of housing for the elderly or the purchase of property for that purpose after the repayment of any debt associated with the asset.

#### 5.2 Freehold Property

- a. Sale proceeds are to be paid into the respective Ward Property Reserve to be used for the purchase or development of properties within that Ward, after the repayment of any debt associated with the property.
- b. To offset the costs of project costs associated with the use of the surplus property.

#### 5.3 Reserve Land

The use of proceeds from the Sale of Reserves is subject to the Reserves Act 1977. If the Reserve is Crown owned, all or part of the proceeds may have to be paid back to the Crown. If proceeds are able to be retained, then they must be used for the acquisition of new land for reserves or the development of reserves. Any proceeds from the sale of reserve land will be held in a District wide property reserve for those purposes.

#### 5.4 Endowment Land

The Council must use the proceeds of the sale for a purpose that is consistent with the purpose of the endowment, after the repayment of any debt associated with the property.

### 6.0 Consultation Policy

6.1 The Council will apply its Significance and Engagement Policy when determining the appropriate level of engagement on decisions to acquire or dispose of property.





# Kaupapa Here Whiwhinga Whairawa me te Whakawāteatanga

## Property Acquisition and Disposal Policy

- 6.2 Where appropriate the Council will consult with relevant Iwi and community or key stakeholders on specific acquisitions or disposals.
- 6.3 In some cases, such as disposal of reserves, endowments or land purchased for a specific purpose, the Council has additional legal obligations to inform specific parties, offer the land back, or undertake additional consultation when disposing of land. The Council will implement sound processes to ensure these obligations are met, including any obligations agreed as a part of any Iwi-Council Partnership Strategy or similar agreement.

### 7.0 Right of First Refusal

- 7.1 Following the discharge of any pre-existing statutory or other legal obligations by Council, relevant Iwi will be provided with the opportunity to purchase surplus property prior to it being sold via an open market process.
- 7.2 The right of first refusal applies to surplus property which has been assessed as suitable for sale via an open market process. Right of first refusal does not apply to strategic disposals or atypical properties.
- 7.3 The right of first refusal offer will be made to the relevant Iwi.
- 7.4 The relevant Iwi will determine if they have an interest in purchasing the property and which Iwi or hapū will proceed with the purchase.
- 7.5 Market value will be paid for surplus property via right of first refusal.

### 8.0 Delegations

- 8.1 The Chief Executive has the power to negotiate and enter into contracts to acquire or dispose property:
  - a. Where a specific level of delegation is included in the Council resolution to purchase: or
  - b. Provided the terms of sale or purchase are conditional upon ratification by the Council.

### 9.0 Release of Information Policy

The Council will release information relating to acquisitions and disposal transactions on specific properties when it is no longer confidential in terms of the Local Government Official Information and Meetings Act 1987; and

The limitations of commercial sensitivity no longer apply.



# Kaupapa Here Whiwhinga Whairawa me te Whakawāteatanga

## Property Acquisition and Disposal Policy

### 10.0 Reporting

The Property Unit will report annually to the Council on the number of properties held for each activity or purpose and in particular, the number of properties which are identified as having no current Council purpose or where disposal would be of financial benefit to the Council. The report will also include a summary of sales or purchases completed during the previous financial year.

### 11.0 Definitions

**Acquisition** means the procurement of property including but not limited to, purchase, compulsory acquisition and land exchanges.

**Authorised Officer** means any person appointed by the Chief Executive of the Council for purposes of acting as an Authorised Officer under this policy.

**Disposal** means the disposal of property including, but not limited to, sale, gift, vesting and land exchange.

**Endowment Land** means land which has been transferred to the ownership of the Council through gift or endowment for a specific purpose.

**Market Value** means the estimated amount for which a property should exchange between a willing buyer and a willing seller after proper marketing or registered valuation.

**Open Market Process** means a competitive process that provides unrestricted access to all potential purchasers.

**Reserve Land** means any land set aside by the Crown or Local Body for any public purpose and classified as a reserve.

**Strategic Disposal** means a disposal approved by Council for a specific purpose and may include special conditions associated to disposal.

**Strategic Purchase** means an acquisition planned and budgeted for in the Long Term Plan or Annual Plan.

**Surplus Property** means property that has been reviewed from a whole of organisation perspective and assessed as no longer required for operational, strategic or investment purposes and approved by Council as ready for disposal.



# Kaupapa Here Whiwhinga Whairawa me te Whakawāteatanga

## **Property Acquisition and Disposal Policy**

### **12.0 Contacts**

**The Recreation and Facilities Manager**

South Taranaki District Council

06 278 0555 or 0800 111 323

### **13.0 Review of Policy**

This Policy shall be reviewed two years following adoption and every five (5) years thereafter, to ensure the policy is effective and efficient at achieving the objectives.



# Kaupapa Here Whiwhinga Whairawa me te Whakawāteatanga

## Property Acquisition and Disposal Policy

### Appendix One

#### Assessment Criteria and Process for Acquisitions

The following criteria will be used to assess an opportunity to acquire land and decide whether it contributes to the objectives and principles of this policy.

Every acquisition will be considered on its own merits, and no one of the criteria listed is necessarily of greater weight, nor is an acquisition required to meet every one of the criteria. The Council can decide to proceed with an acquisition if one or more of the below criteria are not met. Any criterion not met will be analysed in the decision-making report, and this will be considered along with any proposed mitigation when the Council decides whether or not to acquire the property.

#### a. Overall strategic fit of the acquisition

- i. The need for acquisition is
- ii.
- iii. in a growth strategy, structure plan, asset management plan or similar.
- iv. The proposed site improves functionality or access to existing Council-owned or administered land.
- v. The acquisition provides a connection or improves safety and access to the coast, waterways, walkways, cycle tracks or other recreational connections.
- vi. The acquisition will protect ecological values, historic heritage, cultural value, geological value, or landscape values
- vii. There are demonstrable social and environmental benefits to the acquisition.
- viii. No other Council-owned or administered land could fulfil the need.
- ix. The acquisition will contribute to one or more of the community well-beings.

#### b. Costs and land value

- i. A valuation of the property has been obtained.
- ii. The cost of development for the intended purpose.
- iii. The whole-of-life costs of the acquisition have been considered.
- iv. An appropriate source of funding has been identified.
- v. The funding of the acquisition will be equitable for current and future generations.

#### c. Alternative ownership or acquisition options

- i. Opportunities for alternative ownership arrangements on the site such as joint ventures or leasing have been investigated.
- ii. Opportunities for alternative methods of acquisition other than purchase, such as endowment, vesting, land exchange or partnerships have been explored.
- iii. The consequences of any alternative ownership options have been identified.



# Kaupapa Here Whiwhinga Whairawa me te Whakawāteatanga

## Property Acquisition and Disposal Policy

### d. Property Suitability

- i. Access to and functionality of the site for the intended purpose is achievable.
- ii. Services and infrastructure required for the intended purpose is accessible and cost effective.
- iii. Any zoning or designations on the site are appropriate for the intended use.
- iv. Any natural hazards on the site have been identified and will not prevent or impede the planned use of the site.
- v. The current use of the property does not prevent or impede the planned use of the site.
- vi. The current use of the property does not prevent or impede the planned use of the site.

### e. Restrictions and Impediments

- i. There are no encumbrances on the title which prevent or impede the planned use of the site such as easements, caveats, memorials on titles, or Māori settlement claims.
- ii. A check for compliance with building code, drainage, disconnection or decommissioning of services, seismic assessment or contamination does not reveal anything that will prevent or impede the planned use of the site.
- iii. There are no existing tenancies on the property that prevent or impede the planned use of the site.

### f. Urgency / Time Constraints

- i. Is there a risk of the acquisition opportunity being lost or the property being rendered unsuitable for intended use.
- ii. Are any alternatives available? If the specific site is not purchased, will the Council be unable to fill the identified need?

## Methods of Acquisition

The Council may use the following methods to acquire properties.

<b>Willing seller – willing buyer</b>	Direct negotiation between the Council and the landowner. The terms of the sale are determined by negotiation.
<b>Compulsory acquisition</b>	The Council can acquire land for a public work through the Public Works Act 1981, with or without the agreement of the landowner and must comply with its obligations under this legislation. The landowner is compensated in accordance with the Act.
<b>Gifting and bequeathing</b>	A landowner may approach the Council to gift or bequeath land.



# Kaupapa Here Whiwhinga Whairawa me te Whakawāteatanga

## Property Acquisition and Disposal Policy

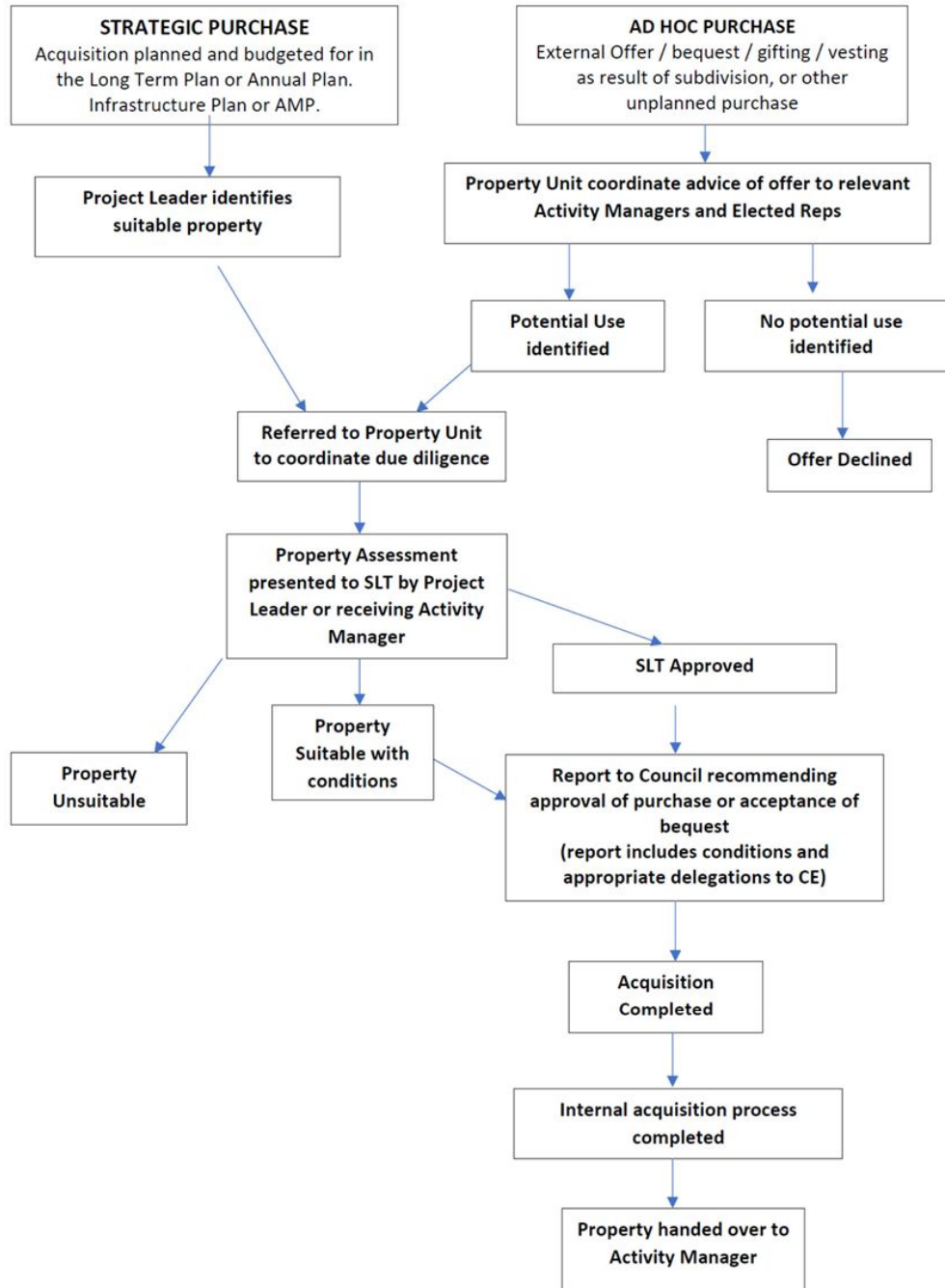
<b>Vesting</b>	Land can be vested in the Council as a reserve as a result of a subdivision, usually as a recreation or esplanade reserve.
<b>Land exchange</b>	Opportunities can arise for the mutually beneficial exchange of land through boundary adjustments or outright 'swapping' of land, usually as a result of public works acquisitions.
<b>Private Public Partnerships</b>	The Council can enter into agreements with the private sector to undertake capital works projects and this can include land acquisition. In these agreements the Council could work with and share risk with a private company to deliver better outcomes for the community.
<b>First right of purchase agreement</b>	The Council and the landowner enter into an agreement that the Council has the option to purchase the property prior to it being offered for sale on the open market. The agreement may be a simple exchange of letters or it may be an encumbrance recorded on the property title that sets out the terms and conditions under which the property will be offered to the Council to purchase.



# Kaupapa Here Whiwhinga Whairawa me te Whakawāteatanga

## Property Acquisition and Disposal Policy

### ACQUISITION PROCESS





# Kaupapa Here Whiwhinga Whairawa me te Whakawāteatanga

## Property Acquisition and Disposal Policy

### Appendix Two

#### Assessment Criteria and Process for Disposals

When a property is no longer required for its original or intended purpose a review of all options for the future of that property, including alternative use or disposal, will be completed.

##### Step 1. Decommissioning and Remediation

The Property Unit will oversee the decommissioning and reinstatement of the site to ensure the property is safe and fit for any future use or for disposal, with the cost of decommissioning and reinstatement to be funded by the Council activity that last used the property.

##### Step 2. Property handed over to Corporate Property Unit

##### Step 3. Options for Alternative Council Use

Options for use by another Council activity will be considered and assessed based on the following considerations:

- a. Alignment with Council's Strategic Plans.
- b. Suitability for the proposed activity.
- c. The cost of development for alternative use.
- d. The whole of life costs for the proposed alternative use.
- e. The costs and benefits of retention versus disposal.

A proposal applying this policy must be submitted to the Senior Leadership Team for the consideration of a change of use of any property.

##### Step 4. Consideration for Disposal

The following criteria will be used to assess any proposal to dispose of a property and decide whether it contributes to the objectives and principles of this policy.

*The criteria are a guide to decision making by the Council. Every proposed disposal will be considered on its own merits, and no one of the criteria listed is necessarily of greater weight, nor must a property disposal meet every one of the criteria.*

*The Council may decide to proceed with the disposal if one or more of the criteria are not met. Any criterion not met will be analysed in the decision-making report, and this will be taken into account when the Council decides whether or not to dispose of the property.*





# Kaupapa Here Whiwhinga Whairawa me te Whakawāteatanga

## Property Acquisition and Disposal Policy

- 1. Market considerations**
  - a. Whether the property market is significantly depressed and will have an impact on the potential financial benefits of the sale.
  - b. There are parties interested in purchasing the property.
  - c. The financial benefits of disposal outweigh the costs and benefits of retention of the property for the existing or any other proposed use.
  
- 2. Restrictions and Impediments**
  - a. The Council is able to legally dispose of the land in the manner proposed.
  - b. There are no existing tenancies on the property that may affect the future use or financial benefits from the sale.
  
- 3. Community Views**
  - a. Any known community interest or preferences for the particular site and its retention or disposal have been taken into account.
  
- 4. Cultural Heritage**
  - a. The property does not contribute to ecological, historic heritage, cultural, geological or landscape values.
  
- 5. Legislative Requirements**
  - a. The Council must comply with legislative requirements when disposing of land, such as the Reserves Act 1977, the Public Works Act 1981 and the Local Government Act 2002. These determine the public consultation process, who obtains the proceeds from disposing of land, rights to purchase once the Council decides it is surplus and how the proceeds from disposal can be spent.

### Methods of Disposal

The Council may use the following methods to dispose of properties.

<b>Council owned freehold land</b>	The Council may choose to sell a freehold property by tender, private contract, advertising with an asking price, auction or listing with a real estate agent.
<b>Reserve Land</b>	If the Council wishes to dispose of a reserve it must first revoke the classification of the reserve. The process is detailed in the Reserves Act 1977 and includes a public consultation process and consultation with Iwi and the Department of Conservation. The method of disposal is linked to how the Council originally acquired the land – a reserve derived from the Crown will return to Crown ownership for disposal and the Council and the Crown will share the proceeds.



# Kaupapa Here Whiwhinga Whairawa me te Whakawāteatanga

## Property Acquisition and Disposal Policy

<b>Land acquired for public works</b>	If land bought for a specific public work is no longer required for that public work, any other public work, or an exchange, the Council can dispose of the land. However, it must first offer the land back to the original owners or their representatives.
<b>Endowment land</b>	If land endowed in the Council for a specific purpose is considered for disposal or use for a different purpose then the Council must first obtain the approval of the Minister and comply with conditions in section 141 of the Local Government Act 2002
<b>Gifted or bequeathed land</b>	Before disposing of gifted or bequeathed land, the Council must seek the views of the original owners or their successors, where reasonably practical to do so.
<b>Stopped roads</b>	Following completion of the Road Stopping Process under sections 319(1)(h) and 342 (1)(a) of the Local government Act 1974, and the fulfilment of any obligations under section 40 of the PWA, the Council may negotiate the sale or transfer of the land to adjoining property owners.
<b>Exchange of land</b>	The Council may exchange land it owns for other land that fits better with its strategic land acquisition criteria. This mutually beneficial exchange of land could occur through boundary adjustments or swapping of land and is governed principally by the Reserves Act 1977 and the Public Works Act 1981.



Kaupapa Here Whiwhinga Whairawa me te  
Whakawāteatanga

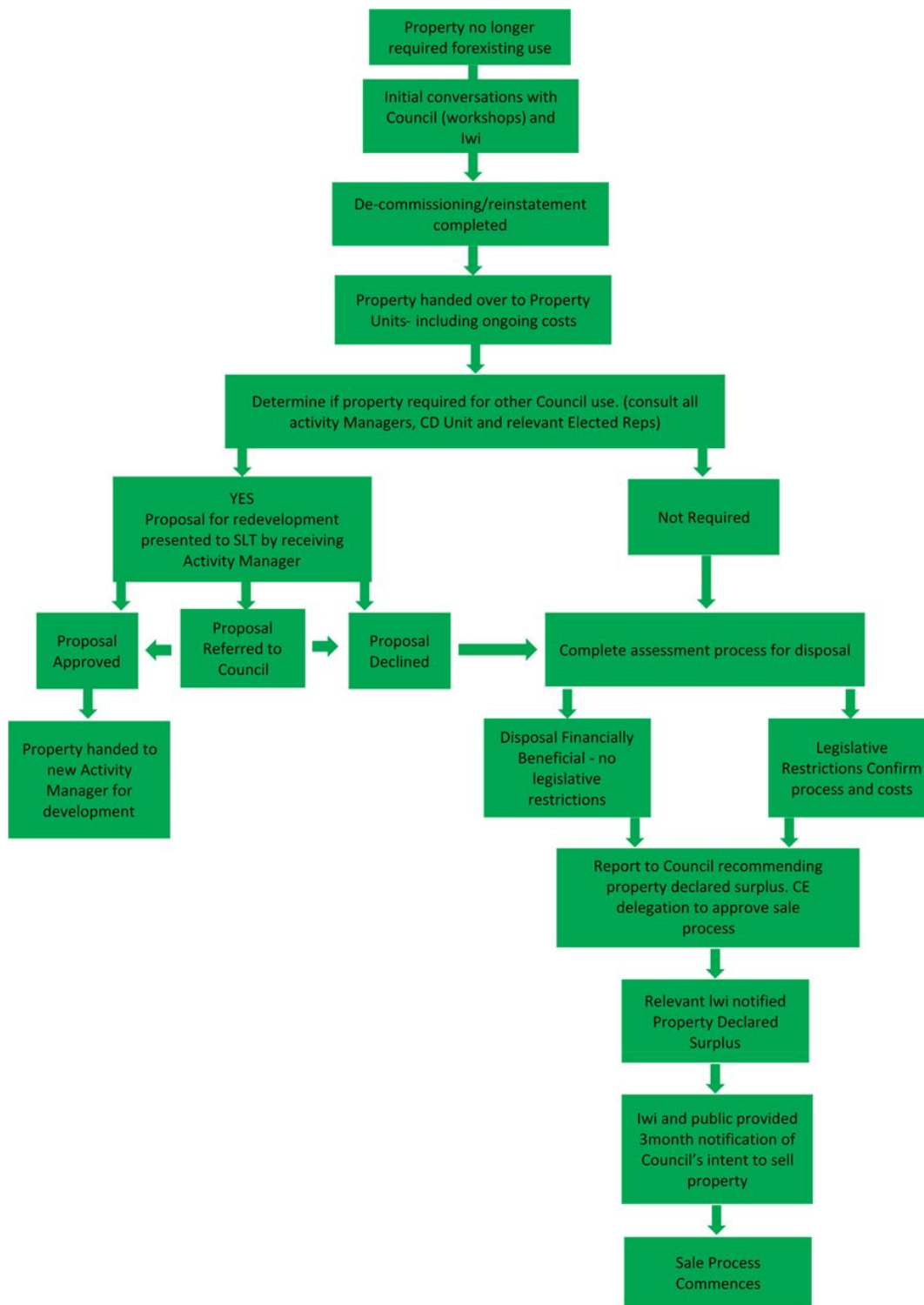
**Property Acquisition and Disposal Policy**

**DISPOSAL PROCESS**



# Kaupapa Here Whiwhinga Whairawa me te Whakawāteatanga

## Property Acquisition and Disposal Policy





Kaupapa Here Whiwhinga Whairawa me te  
Whakawāteatanga

**Property Acquisition and Disposal Policy**



[www.southtaranaki.com](http://www.southtaranaki.com)



# Ngā Menīti Komiti Committee Minutes

To	Ordinary Council
Date	13 December 2021
Subject	<b>Reconvened Extraordinary Environment and Hearings Committee – 29 November 2021</b>

(This report shall not be construed as policy until adopted by full Council)

## Whakarāpopoto Kāhui Kahika / Executive Summary

1. The reconvened Extraordinary Environment and Hearings Committee met on 29 November 2021 to consider a subdivision resource consent. The Council is being asked to receive the reconvened Extraordinary Environment and Hearings Committee minutes from 29 November 2021 for their information.
2. There were no recommendations within the minutes for the Council to consider.

## Taunakitanga / Recommendation

THAT the Council receives the minutes of the reconvened Extraordinary Environment and Hearings Committee meeting held on 29 November 2021 to consider a subdivision resource consent.



# Menīti Minutes

## Ngā Menīti take o te Komiti Taiao me ngā Whakawā Reconvened Extraordinary Environment and Hearings Committee

To consider a subdivision resource consent.  
Council Chamber, Albion Street, Hāwera on Monday 29 November 2021 at 4.00 pm

---

**Kanohi Kitea / Present:** Deputy Mayor Robert Northcott, Councillors Andy Beccard (Chairperson), Aaron Langton, Steffy Mackay, Diana Reid and Bonita Bigham (Iwi Representative).

**Ngā Taenga-Ā-Tinana / In Attendance:** Liam Dagg (Group Manager Environmental Services), Connor Marner (Planning Team Leader), Darleena Christie (Governance and Support Team Leader).

**Matakore / Apologies:** Nil.

### 1. Whakaaetanga Rawa Taiao / Resource Consent

#### 1.1 Subdivision and Land Use Consent – Turuturu Road, Hāwera

The Extraordinary Environment and Hearings Committee was held on 10 November 2021 for a hearing on the subdivision and land use consent at Turuturu Road, Hawera. The meeting was adjourned to allow for further information to be received from Iwi.

The Cultural Impact Statement from Ngāti Ruanui had been received and the Extraordinary Environment and Hearings Committee was reconvened to deliberate on the subdivision and land use consent application for Turuturu Road, Hāwera.

### 2. Nga Tōkeketanga kia noho tūmatanui kore / Resolution to Exclude the Public

**RESOLUTION** (Deputy Mayor Northcott/Ms Bigham)

94/21 EH **THAT** the public be excluded from the following parts of the proceedings of this meeting, namely:

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:



General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution
1. Land Use Consent – Turuturu Road, Hāwera	To Enable the Committee to.	That the exclusion of the public from the whole or the relevant part of the proceedings of the meeting is necessary to enable the Council/Committee to deliberate in private on its decision or recommendation in any proceedings where: ii) the local authority is required, by any enactment, to make a recommendation in respect of the matter that is the subject of those proceedings. Use (i) for the RMA hearings and (ii) for hearings under LGA such as objections to Development contributions or hearings under the Dog Control Act. s.48(1)(d)

**CARRIED**

### 3. Tuwhera anō te Hui / Resume to Open Meeting

**RESOLUTION**

(Deputy Mayor Northcott/Cr Mackay)

96/21 EH **THAT** the Environment and Hearings Committee resumes in open meeting and agrees that the decisions be released to the public once the applicants have been notified of the decisions.

**CARRIED**

The meeting concluded at 4.51 pm.

Dated this            day of            2021.

.....

**CHAIRPERSON**



# Pūrongo Report

To	Ordinary Council
From	Koromatua o Taranaki ki te Tonga/ Mayor of South Taranaki, Phil Nixon
Date	13 December 2021
Subject	<b>Three Waters Campaign - Communities 4 Local Democracy</b>

(This report shall not be construed as policy until adopted by full Council)

## Whakarāpopoto Kāhui Kahika / Executive Summary

1. In October 2021 the Government announced that their three waters reform model would become mandatory. The responsibility for delivering three waters would be removed from local authorities and would be delivered by four publicly owned entities. Based on the Government's timeline three waters would be removed from the Council's responsibility by 1 July 2024.
2. The Council has indicated their strong disapproval with the Government's decision to mandate (without public consultation) that Council's must join the reform model and have written to the Local Government Minister expressing this. This report seeks the Council's approval that the Mayor advocates on behalf of the South Taranaki District for the Government to reconsider their decision, joins Communities 4 Local Democracy Hapori mo te Manapori and supports the campaign by allocating \$15,000 to the group.

## Taunakitanga / Recommendation(s)

THAT the Council

- a) **Agrees** that the Mayor advocates on behalf of the South Taranaki District for the Government to reconsider their decision to mandate their proposed three waters model and joins Communities 4 Local Democracy Hapori mo te Manapori.
- b) **Approves** to assist Communities 4 Local Democracy Hapori mo te Manapori by contributing \$15,000 towards the campaign.

## Kupu Whakamārama / Background

3. On 27 October 2021 the Government announced that the delivery of three waters across New Zealand would be managed by four publicly owned three water entities. Therefore the responsibility would be removed from local authorities from 1 July 2024.

4. Many local authorities throughout New Zealand expressed their concerns regarding the process and decision made by the Government. The South Taranaki District Council submitted a letter to the Local Government Minister requesting that the Government reconsider their decision and allow the public to have their say.
5. A Memorandum of Understanding has been signed by 21 councils that oppose the Government's proposed reform model and are now campaigning in favour of investigating other three waters options. This report seeks the Council's support for Mayor Phil Nixon to join Communities 4 Local Democracy Hapori mo te Manapori to advocate on behalf of the South Taranaki community and contribute \$15,000 towards the campaign.

#### **Local Government Purpose**

6. The decision to advocate on behalf of the South Taranaki community and request the Government to reconsider their decision to mandate the three waters reform model meets the purpose of Local Government, as it enables democratic local decision-making and action by, and on behalf of the community.

#### **Ngā Kōwhiringa / Options – Identification and analysis**

##### **Option(s) available**

7. Option One: Agrees that the Mayor advocates on behalf of the South Taranaki District for the Government to reconsider their decision to mandate their proposed three waters model and joins Communities 4 Local Democracy Hapori mo te Manapori and supports the campaign by allocating \$15,000 to the group.
8. Option Two: Agrees not to participate in Communities 4 Local Democracy Hapori mo te Manapori and their campaign.

#### **Whaiwhakaaro me ngā aromatawai / Considerations and Assessments**

##### **Assessment of Significance and Engagement**

9. South Taranaki District Council's general approach to determining the level of "significance" will be to consider:

<b>Criteria</b>	<b>Measure</b>	<b>Assessment</b>
Degree	The number of residents and ratepayers affected and the degree to which they are affected by the decision or proposal.	The Government's decision to mandate their three waters model has affected all residents and ratepayers. This decision has initiated the Council's response to request the Government to reconsider their decision to ensure the community has an opportunity to have their say.

LOS	The achievement of, or ability to achieve, the Council's stated levels of service as set out in the Long Term Plan.	The Council will maintain responsibility to deliver three waters based on the Government's timeline to move three waters into the new reform model.
Decision	Whether this type of decision, proposal or issue has a history of generating wide public interest within South Taranaki.	The Government's decision has generated wide public interest and this decision has initiated the Council's response to request the Government to reconsider their decision.
Financial	The impact of the decision or proposal on the Council's overall budget or included in an approved Long Term Plan and its ability to carry out its existing or proposed functions and activities now and in the future.	The \$15,000 to support the campaign is within the Chief Executive's delegated authority for unbudgeted expenditure.
Reversible	The degree to which the decision or proposal is reversible.	Once the MoU has been signed and \$15,000 is allocated towards the campaign the Council will not be able to remove their signature or have the funds returned.
Environment	The degree of impact the decision will have on the environment.	The decision to participate in Communities 4 Local Democracy Hapori mo te Manapori and allocate \$15,000 towards the campaign will have not impact on the environment.

10. In terms of the Council's Significance and Engagement Policy this matter is of medium significance.
11. The level to which the Council will engage will align with the significance of the decision to be made and will be to inform the public via minutes of the meeting and a media release.

Level	Goal	Outcome
Inform	To provide the public with balanced and objective information to assist them in understanding the problems, alternatives, opportunities and/or solutions.	Advise public through minutes and media release.

**Legislative Considerations**

12. The Council is obligated to continue delivering three waters to the South Taranaki community. Based on the Government's timeline, the delivery of three waters will be removed from local authorities and passed over to the four publicly owned entities by 1 July 2024.

### **Financial/Budget Considerations**

13. If the Council chooses to allocate \$15,000 towards Communities 4 Local Democracy Hapori mo te Manapori for their campaign, this will be unbudgeted expenditure. The \$15,000 to support the campaign is within the Chief Executive's delegated authority for unbudgeted expenditure.

### **Environmental Sustainability**

14. The decision to advocate on behalf of the South Taranaki District for the Government to reconsider their decision to mandate their proposed three waters model and allocate \$15,000 to the campaign will have no impact on the environment.

### **Consistency with Plans/Policies/Community Outcomes**

15. This matter contributes to the following community outcomes as detailed below:
  - Vibrant South Taranaki – *Cultural well-being*
  - Together South Taranaki – *Social well-being*

### **Impact on Māori/Iwi**

16. A concern that has been raised consistently at reform workshops and meetings is that the Government has not engaged with Iwi appropriately throughout the reform process to date. The Council's decision to advocate on behalf of the South Taranaki community will have a positive impact on Maori/Iwi and the general public. To date there has been no formal consultation by or on behalf of the Government which has allowed residents and ratepayers to express their views.

### **Whakakapia / Conclusion**

17. In October 2021 the Government announced that their three waters reform model would become mandatory. The responsibility for delivering three waters would be removed from local authorities and would be delivered by four publicly owned entities. The Council has indicated their strong disapproval with the Government's decision and lack of public consultation. This report seeks the Council's approval that the Mayor advocates on behalf of the South Taranaki District for the Government to reconsider their decision, joins Communities 4 Local Democracy Hapori mo te Manapori and supports the campaign by allocating \$15,000 to the group.



Mayor Phil Nixon

**Mayor of South Taranaki**  
**Koromatua o Taranaki kit e Tonga**



# Pūrongo Report

To	Ordinary Council
From	Kaihautū Pūtea / Finance Manager, Garry Morris
Date	13 December 2021
Subject	<b>Quarterly Financial and Non-Financial Performance Report for period ending 30 September 2021</b>

(This report shall not be construed as policy until adopted by full Council)

## Whakarāpopoto Kāhui Kahika / Executive Summary

1. This report contains the Financial Variance Report and the Performance Measures Report for the first quarter of the financial year to 30 September 2021. The report contains Council officers' commentary on variances for the Council's activities and support centres, and management comments on variances have also been included where relevant.

## Taunakitanga / Recommendation

THAT the Council **adopts** the First Quarter Financial and Non Financial Performance Report for the period ending 30 September 2021.

## Kupu Whakamārama / Background

### Expenditure

2. Total expenditure is \$902,000 under budget. Other expenditure is down \$635,000 or 7% under budget. The main reasons for the difference relate to some of the roading works programme primarily being done in the summer months and maintenance yet to be done in some activities.
3. Interest paid is \$120,000 or 9% overspent partly due to an increase in floating rates and partly due to a couple of swaps with high interest rates which will come off in the next month or two, this will result in actuals being close to budget at year end.
4. Depreciation is \$298,000 under budget because of a delay in the capital works programme.

### Income

5. Total income is over budget by \$4,651,000. The User Fees and Charges income was down by \$389,000 mainly due to the internal charges related to trade waste yet to be charged between Hāwera and Eltham Wastewater Treatment. LTIF income is under budget by \$466,000 due to weak market conditions.

The Grants and Subsidies income was under budget by \$629,000 mainly due to NZTA subsidies as a result of the timing of roading projects. The Sundry Revenue is over budget by \$4,536,000 mainly due to a contribution received for shovel ready projects. Water by meter rates is down by \$718,000 due to the timing of a transfer of water between schemes and consumption is higher during summer months. The gain on derivatives of \$2,448,000 was unbudgeted.

6. The funding impact statements show significant differences between capital expenditure and debt levels. This is a result of the delay in the capital works programme.
7. Funding impact statements show lump sum contributions are below budget. This is due to projects not yet complete for the Business Park.
8. The total year to date capital expenditure is \$7.02 million against a year to date revised budget of \$14.07 million. The total revised budget for the year is \$59.04 million, there was a forecast to spend \$55.68 million by the year end.

**Long Term Investment Fund (LTIF)**

9. As at 30 September 2021, the invested assets of the LTIF totalled \$160.48 million. The performance is shown below with the summary extracted from Mercer’s quarterly investment report.
10. The total income from the LTIF is \$1.8 million against budget income of \$2.26 million due to weak market conditions.

Sector	Manager	Assets \$m	Allocation %
Trans-Tasman Equities	Nikko	21.06	13.1%
Global Equities	ANZ	51.56	32.1%
Low Volatility	Mercer	11.18	7.0%
Listed Infrastructure	First state	7.94	5.0%
Global Property	Mercer	8.18	5.1%
NZ Fixed Interest	Harbour	13.70	8.5%
Cash	ANZ	7.61	4.7%
Global Fixed Interest	Tower	22.34	14.0%
<b>Sub-total</b>		<b>143.57</b>	<b>89.5%</b>
Internal Borrowings	STDC	16.91	10.5%
<b>Total LTIF</b>		<b>160.48</b>	<b>100.00%</b>

11. The gross time weighted return for the quarter to 30 September 2021 was 1.1%, 0.5% above the benchmark.

**Borrowing**

12. Total borrowing is \$129.1 million as at 30 September 2021, including external borrowing of \$112.2 million and internal borrowing of \$16.911 million.
13. The weighted average interest rate on external debt for the quarter ending 30 September 2021 is 4.32%.



Garry Morris  
**Kaiwhakahaere Pūtea /  
Finance Manager**



[Seen by]  
Marianne Archibald  
**Kaiarataki Tōpūranga  
Group Manager Corporate Services**



Statement of Financial Position as at 30 September 2021

Description	YTD Actual	Full Year Budget	Forecast
<b>Current Assets</b>			
Cash and Cash Equivalents	16,792	2,297	9,706
Accounts Receivable	7,693	11,024	9,631
Prepayments	425	856	1,039
Stocks	57	121	57
Derivative Financial Instrument	25	0	0
Current Portion of Investments	108,030	110,834	112,227
<b>Total Current Assets</b>	<b>133,022</b>	<b>125,132</b>	<b>132,660</b>
<b>Non Current Assets</b>			
Investments	39,252	31,241	37,670
Property, Plant and Equipment	911,048	983,235	975,145
Intangible Assets	1,500	611	1,500
<b>Total Non Current Assets</b>	<b>951,800</b>	<b>1,015,087</b>	<b>1,014,315</b>
<b>Total Assets</b>	<b>1,084,822</b>	<b>1,140,219</b>	<b>1,146,975</b>
<b>Current Liabilities</b>			
Accounts Payable	6,682	8,958	10,852
Employee Entitlements	1,074	760	1,020
Income Received in Advance	629	429	520
Derivative Financial Instruments	0	163	516
Current Portion of Term Liabilities	17,057	12,112	17,077
Current Landfill Aftercare Provision	39	47	39
<b>Total Current Liabilities</b>	<b>25,481</b>	<b>22,469</b>	<b>30,024</b>
<b>Non Current Liabilities</b>			
Term Liabilities	96,231	120,284	115,582
Non-Current Landfill Aftercare Provision	348	241	348
Derivative Financial Instruments	7,771	17,395	7,256
<b>Total Non Current Liabilities</b>	<b>104,350</b>	<b>137,920</b>	<b>123,186</b>
<b>Total Assets Less Liabilities</b>	<b>954,991</b>	<b>979,830</b>	<b>993,765</b>



South Taranaki District Council

Statement of Comprehensive Revenue and Expense for Period Ended 30 September 2021

	YTD Actuals	YTD Budget	FY Revised Budget	Forecast
<b>Revenue</b>				
<b>Revenue by Exchange Transactions</b>				
Rates - Water by Meter	1,641	2,359	9,436	9,436
Financial Revenue	1,806	2,272	9,088	9,088
<b>Revenue from Non-Exchange Transactions</b>				
Rates	8,964	8,851	35,358	35,407
Fees & Charges	1,699	2,088	7,329	7,194
Gain on Derivatives Contract	2,448	0	0	2,448
Subsidies & Grants	2,277	2,906	13,837	13,535
Development and Financial Contributions	83	327	1,310	1,057
Other Revenue	6,777	2,241	2,142	11,212
<b>Total Income</b>	<b>25,695</b>	<b>21,044</b>	<b>78,500</b>	<b>89,376</b>
<b>Expenditure</b>				
Personnel Costs	3,691	3,779	16,473	15,666
Depreciation & Amortisation Expense	4,775	5,073	20,292	19,081
Finance Costs	1,350	1,230	4,917	5,401
Other Expenses	7,890	8,525	30,684	32,438
<b>Total Expenditure</b>	<b>17,705</b>	<b>18,607</b>	<b>72,365</b>	<b>72,586</b>
<b>Surplus/(Deficit) Before Tax</b>	<b>7,989</b>	<b>2,437</b>	<b>6,135</b>	<b>16,790</b>
Tax	0	0	0	0
<b>Surplus/(Deficit) After Tax</b>	<b>7,989</b>	<b>2,437</b>	<b>6,135</b>	<b>16,790</b>
Increase/Decrease in Revaluation Reserves				
Gain on Asset Revaluation	0	0	30,037	30,037
<b>Total Comprehensive Revenue and Expense for the Year</b>	<b>7,989</b>	<b>2,437</b>	<b>36,172</b>	<b>46,827</b>

**South Taranaki District Council**

**Funding Impact Statement for Whole of Council as at September 2021**

	<b>YTD Actual 2021-22</b>	<b>YTD Revised Bud 2021-22</b>	<b>FY Budget 2021- 22</b>	<b>FY Revised Bud 2021-22</b>	<b>Forecast</b>
	<b>(\$000)</b>	<b>(\$000)</b>	<b>(\$000)</b>	<b>(\$000)</b>	<b>(\$000)</b>
<b>Sources of operating funding</b>					
General rates, uniform annual general charges, rates penalties	4,343	4,306	17,177	17,177	17,228
Targeted rates	6,262	6,903	27,617	27,617	27,615
Subsidies and grants for operating purposes	1,073	1,565	6,246	6,246	6,319
Fees and charges	1,699	2,088	7,329	7,329	7,194
Interest and dividend from investments	1,806	2,272	9,088	9,088	9,088
Local authorities fuel tax, fines, infringement fees and other receipts	717	686	2,142	2,142	3,498
<b>Total operating funding (A)</b>	<b>15,900</b>	<b>17,821</b>	<b>69,598</b>	<b>69,598</b>	<b>70,941</b>
<b>Applications of operating funding</b>					
Payments to staff and suppliers	11,422	11,967	46,182	46,182	47,130
Finance costs	1,350	1,230	4,917	4,917	5,401
Internal charges and overheads applied	0	(0)	0	0	0
Other operating funding applications	159	338	975	975	974
<b>Total applications of operating funding (B)</b>	<b>12,931</b>	<b>13,534</b>	<b>52,073</b>	<b>52,073</b>	<b>53,505</b>
<b>Surplus (deficit) of operating funding (A-B)</b>	<b>2,969</b>	<b>4,287</b>	<b>17,526</b>	<b>17,526</b>	<b>17,436</b>
<b>Sources of capital funding</b>					
Subsidies and grants for capital expenditure	1,204	1,341	7,591	7,592	7,216
Development and financial contributions	83	327	1,310	1,310	1,057
Increase (decrease) in debt	(317)	5,034	20,773	19,356	18,012
Gross proceeds from sale of assets	0	0	0	0	0
Lump sum contributions	6,060	1,555	(0)	(0)	7,714
Other dedicated capital funding	0	0	0	0	0
<b>Total sources of capital funding (C)</b>	<b>7,030</b>	<b>8,256</b>	<b>29,673</b>	<b>28,257</b>	<b>33,999</b>
<b>Applications of capital funding</b>					
- To meet additional demand	83	1,787	8,949	7,147	8,920
- To improve the level of service	3,994	7,158	25,334	28,880	25,459
- To replace existing assets	2,945	6,440	22,381	25,899	21,363
Increase (decrease) in reserves	2,978	(2,841)	(9,108)	(16,144)	(4,306)
Increase (decrease) in investments	0	0	(357)	0	0
<b>Total applications of capital funding (D)</b>	<b>10,000</b>	<b>12,543</b>	<b>47,198</b>	<b>45,782</b>	<b>51,435</b>
<b>Surplus (deficit) of capital funding (C -D)</b>	<b>(2,970)</b>	<b>(4,287)</b>	<b>(17,525)</b>	<b>(17,525)</b>	<b>(17,436)</b>
<b>Funding Balance ((A-B) + (C-D))</b>	<b>(0)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Excludes Depreciation of:</b>	<b>4,775</b>	<b>5,073</b>	<b>20,292</b>	<b>20,292</b>	<b>19,081</b>

**South Taranaki District Council**

**Funding Impact Statement for Arts and Culture as at September 2021**

Notes	YTD Actual 2021-22 (\$000)	YTD Revised Bud 2021-22 (\$000)	FY Budget 2021- 22 (\$000)	FY Revised Bud 2021-22 (\$000)	Forecast (\$000)
<b>Sources of operating funding</b>					
General rates, uniform annual general charges, rates penalties	719	711	2,843	2,843	2,856
Targeted rates	0	0	0	0	0
Subsidies and grants for operating purposes	17	12	41	41	41
Fees and charges	5	7	27	27	27
Internal charge and overheads recovered	0	0	0	0	0
Local authorities fuel tax, fines, infringement fees and other receipts	136	146	591	591	594
<b>Total operating funding (A)</b>	<b>877</b>	<b>875</b>	<b>3,501</b>	<b>3,501</b>	<b>3,518</b>
<b>Applications of operating funding</b>					
Payments to staff and suppliers	517	510	2,078	2,078	2,081
Finance costs	8	6	24	24	31
Internal charges and overheads applied	258	260	1,029	1,029	1,032
Other operating funding applications	0	0	0	0	0
<b>Total applications of operating funding (B)</b>	<b>783</b>	<b>776</b>	<b>3,131</b>	<b>3,131</b>	<b>3,144</b>
<b>Surplus (deficit) of operating funding (A-B)</b>	<b>95</b>	<b>98</b>	<b>370</b>	<b>370</b>	<b>374</b>
<b>Sources of capital funding</b>					
Subsidies and grants for capital expenditure	0	0	0	0	0
Development and financial contributions	0	0	0	0	0
Increase (decrease) in debt	(12)	(11)	(45)	(45)	(49)
Gross proceeds from sale of assets	0	0	0	0	0
Lump sum contributions	0	0	0	0	0
Other dedicated capital funding	0	0	0	0	0
<b>Total sources of capital funding (C)</b>	<b>(12)</b>	<b>(11)</b>	<b>(45)</b>	<b>(45)</b>	<b>(49)</b>
<b>Applications of capital funding</b>					
- To meet additional demand	0	0	0	0	0
- To improve the level of service	1	0	0	0	0
- To replace existing assets	82	78	313	313	313
Increase (decrease) in reserves	(0)	9	12	12	12
Increase (decrease) in investments	0	0	0	0	0
<b>Total applications of capital funding (D)</b>	<b>83</b>	<b>87</b>	<b>325</b>	<b>325</b>	<b>325</b>
<b>Surplus (deficit) of capital funding (C -D)</b>	<b>(95)</b>	<b>(98)</b>	<b>(370)</b>	<b>(370)</b>	<b>(374)</b>
<b>Funding Balance ((A-B) + (C-D))</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Excludes Depreciation of:</b>	<b>107</b>	<b>102</b>	<b>407</b>	<b>407</b>	<b>428</b>



**Arts and Culture**  
For the period ending Sept 2021

Description	YTD Actuals	YTD Rev. Bud	Variance In \$	Variance In %	Full Year Rev. Bud	Forecast	Comments
<b>Expenditure</b>							
LibraryPlus	763,544	752,265	(11,279)	(1%)	3,033,606	3,057,978	
Arts and Culture	27,367	29,835	2,468	8%	123,138	123,688	
Heritage Services	98,811	95,793	(3,018)	(3%)	380,625	391,574	
<b>Total Operational Expenditure</b>	<b>889,722</b>	<b>877,893</b>	<b>(11,829)</b>	<b>(1%)</b>	<b>3,537,369</b>	<b>3,573,240</b>	
<b>Income</b>							
LibraryPlus	758,644	754,923	3,721	0%	2,997,027	3,010,661	
Arts and Culture	30,946	30,785	161	1%	123,138	123,785	
Heritage Services	87,881	88,906	(1,025)	(1%)	380,625	382,790	
<b>Total Income</b>	<b>877,471</b>	<b>874,614</b>	<b>2,857</b>	<b>0%</b>	<b>3,500,790</b>	<b>3,517,236</b>	
<b>Net Cost of Service - Surplus/(Deficit)</b>	<b>(12,251)</b>	<b>(3,279)</b>	<b>(8,972)</b>		<b>(36,579)</b>	<b>(56,004)</b>	



**Coastal Structures**  
For the period ending Sept 2021

Description	YTD Actuals	YTD Rev. Bud	Variance In \$	Variance In %	Full Year Rev. Bud	Forecast	Comments
<b>Expenditure</b>							
Coastal Structures	81,178	93,981	12,803	14%	376,858	379,258	Maintenance work to be undertaken in dryer months
<b>Total Operational Expenditure</b>	<b>81,178</b>	<b>93,981</b>	<b>12,803</b>	<b>14%</b>	<b>376,858</b>	<b>379,258</b>	
<b>Income</b>							
Coastal Structures	36,612	36,670	(58)	(0%)	146,680	146,447	
<b>Total Income</b>	<b>36,612</b>	<b>36,670</b>	<b>(58)</b>	<b>(0%)</b>	<b>146,680</b>	<b>146,447</b>	
<b>Net Cost of Service - Surplus/(Deficit)</b>	<b>(44,566)</b>	<b>(57,311)</b>	<b>12,745</b>		<b>(230,178)</b>	<b>(232,811)</b>	

**South Taranaki District Council**

**Funding Impact Statement for Coastal Structures as at September 2021**

Notes	YTD Actual 2021-22 (\$000)	YTD Revised Bud 2021-22 (\$000)	FY Budget 2021- 22 (\$000)	FY Revised Bud 2021-22 (\$000)	Forecast (\$000)
<b>Sources of operating funding</b>					
General rates, uniform annual general charges, rates penalties	31	31	124	124	124
Targeted rates	0	0	0	0	0
Subsidies and grants for operating purposes	0	0	0	0	0
Fees and charges	0	0	0	0	0
Internal charge and overheads recovered	0	0	0	0	0
Local authorities fuel tax, fines, infringement fees and other receipts	5	6	22	22	22
<b>Total operating funding (A)</b>	<b>37</b>	<b>37</b>	<b>147</b>	<b>147</b>	<b>146</b>
<b>Applications of operating funding</b>					
Payments to staff and suppliers	3	17	66	66	66
Finance costs	3	6	23	23	12
Internal charges and overheads applied	16	5	22	22	63
Other operating funding applications	0	0	0	0	0
<b>Total applications of operating funding (B)</b>	<b>21</b>	<b>28</b>	<b>112</b>	<b>112</b>	<b>141</b>
<b>Surplus (deficit) of operating funding (A-B)</b>	<b>15</b>	<b>9</b>	<b>35</b>	<b>35</b>	<b>5</b>
<b>Sources of capital funding</b>					
Subsidies and grants for capital expenditure	0	0	0	0	0
Development and financial contributions	0	0	0	0	0
Increase (decrease) in debt	(2)	156	623	623	683
Gross proceeds from sale of assets	0	0	0	0	0
Lump sum contributions	0	0	0	0	0
Other dedicated capital funding	0	0	0	0	0
<b>Total sources of capital funding (C)</b>	<b>(2)</b>	<b>156</b>	<b>623</b>	<b>623</b>	<b>683</b>
<b>Applications of capital funding</b>					
- To meet additional demand	0	0	0	0	0
- To improve the level of service	0	0	0	0	0
- To replace existing assets	4	179	658	718	718
Increase (decrease) in reserves	9	(15)	0	(60)	(30)
Increase (decrease) in investments	0	0	0	0	0
<b>Total applications of capital funding (D)</b>	<b>13</b>	<b>165</b>	<b>658</b>	<b>658</b>	<b>688</b>
<b>Surplus (deficit) of capital funding (C -D)</b>	<b>(15)</b>	<b>(9)</b>	<b>(35)</b>	<b>(35)</b>	<b>(5)</b>
<b>Funding Balance ((A-B) + (C-D))</b>	<b>0</b>	<b>(0)</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Excludes Depreciation of:</b>	<b>60</b>	<b>66</b>	<b>265</b>	<b>265</b>	<b>239</b>

**South Taranaki District Council**

**Funding Impact Statement for Community Development as at September 2021**

Notes	YTD Actual 2021-22 (\$000)	YTD Revised Bud 2021-22 (\$000)	FY Budget 2021- 22 (\$000)	FY Revised Bud 2021-22 (\$000)	Forecast (\$000)
<b>Sources of operating funding</b>					
General rates, uniform annual general charges, rates penalties	261	262	1,032	1,032	1,032
Targeted rates	0	0	0	0	0
Subsidies and grants for operating purposes	6	0	0	0	506
Fees and charges	0	0	0	0	0
Internal charge and overheads recovered	0	0	0	0	0
Local authorities fuel tax, fines, infringement fees and other receipts	65	66	272	272	272
<b>Total operating funding (A)</b>	<b>332</b>	<b>328</b>	<b>1,305</b>	<b>1,305</b>	<b>1,811</b>
<b>Applications of operating funding</b>					
Payments to staff and suppliers	1	112	75	327	738
Finance costs		13	9	37	54
Internal charges and overheads applied		70	66	262	279
Other operating funding applications	2	97	239	630	630
<b>Total applications of operating funding (B)</b>	<b>292</b>	<b>389</b>	<b>1,257</b>	<b>1,257</b>	<b>1,701</b>
<b>Surplus (deficit) of operating funding (A-B)</b>	<b>40</b>	<b>(61)</b>	<b>48</b>	<b>48</b>	<b>110</b>
<b>Sources of capital funding</b>					
Subsidies and grants for capital expenditure	0	0	0	0	0
Development and financial contributions	0	0	0	0	0
Increase (decrease) in debt	(4)	(10)	(41)	(41)	(29)
Gross proceeds from sale of assets	0	0	0	0	0
Lump sum contributions	0	0	0	0	0
Other dedicated capital funding	0	0	0	0	0
<b>Total sources of capital funding (C)</b>	<b>(4)</b>	<b>(10)</b>	<b>(41)</b>	<b>(41)</b>	<b>(29)</b>
<b>Applications of capital funding</b>					
- To meet additional demand	0	0	0	0	0
- To improve the level of service	0	0	0	0	0
- To replace existing assets	0	0	0	0	0
Increase (decrease) in reserves	36	(71)	7	7	81
Increase (decrease) in investments	0	0	0	0	0
<b>Total applications of capital funding (D)</b>	<b>36</b>	<b>(71)</b>	<b>7</b>	<b>7</b>	<b>81</b>
<b>Surplus (deficit) of capital funding (C -D)</b>	<b>(40)</b>	<b>61</b>	<b>(48)</b>	<b>(48)</b>	<b>(110)</b>
<b>Funding Balance ((A-B) + (C-D))</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Excludes Depreciation of:</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1</b>

Note 1 - Overbudget YTD due to MTFJ contract, offset by increased income, yet to be received

Note 2 - Community Initiative funding allocations delayed due to Covid lockdown





**Community Development**  
For the period ending Sept 2021

Description	YTD Actuals	YTD Rev. Bud	Variance In \$	Variance In %	Full Year Rev. Bud	Forecast	Comments
<b>Expenditure</b>							
Community Development	195,374	167,522	(27,852)	(17%)	697,187	1,133,143	Overbudget YTD due to MTFJ contract, offset by increased income, yet to be received
Community Support	96,999	221,567	124,568	56%	560,219	570,000	Community Initiative funding allocations delayed due to Covid lockdown
<b>Total Operational Expenditure</b>	<b>292,373</b>	<b>389,089</b>	<b>96,716</b>	<b>25%</b>	<b>1,257,406</b>	<b>1,703,143</b>	
<b>Income</b>							
Community Development	192,195	184,116	8,079	4%	744,681	1,249,986	
Community Support	139,939	140,055	(116)	(0%)	560,219	559,756	
<b>Total Income</b>	<b>332,134</b>	<b>324,171</b>	<b>7,963</b>	<b>2%</b>	<b>1,304,900</b>	<b>1,809,742</b>	
<b>Net Cost of Service - Surplus/(Deficit)</b>	<b>39,761</b>	<b>(64,918)</b>	<b>104,679</b>		<b>47,494</b>	<b>106,599</b>	

**South Taranaki District Council**

**Funding Impact Statement for Community Facilities as at September 2021**

Notes	YTD Actual 2021-22 (\$000)	YTD Revised Bud 2021-22 (\$000)	FY Budget 2021- 22 (\$000)	FY Revised Bud 2021-22 (\$000)	Forecast (\$000)
<b>Sources of operating funding</b>					
General rates, uniform annual general charges, rates penalties	1,422	1,408	5,617	5,617	5,638
Targeted rates	0	0	0	0	0
Subsidies and grants for operating purposes	0	4	7	7	7
Fees and charges	522	551	2,236	2,236	2,095
Internal charge and overheads recovered	0	0	0	0	0
Local authorities fuel tax, fines, infringement fees and other receipts	732	748	2,990	2,990	3,001
<b>Total operating funding (A)</b>	<b>2,676</b>	<b>2,712</b>	<b>10,850</b>	<b>10,850</b>	<b>10,741</b>
<b>Applications of operating funding</b>					
Payments to staff and suppliers	1	1,599	1,869	6,195	6,156
Finance costs		275	219	875	1,099
Internal charges and overheads applied		368	375	1,475	1,473
Other operating funding applications		20	10	60	60
<b>Total applications of operating funding (B)</b>	<b>2,262</b>	<b>2,472</b>	<b>8,605</b>	<b>8,605</b>	<b>8,788</b>
<b>Surplus (deficit) of operating funding (A-B)</b>	<b>414</b>	<b>239</b>	<b>2,244</b>	<b>2,244</b>	<b>1,953</b>
<b>Sources of capital funding</b>					
Subsidies and grants for capital expenditure	0	0	0	0	0
Development and financial contributions	0	0	0	0	0
Increase (decrease) in debt	(365)	120	481	481	2,041
Gross proceeds from sale of assets	0	0	0	0	0
Lump sum contributions	0	9	40	40	32
Other dedicated capital funding	0	0	0	0	0
<b>Total sources of capital funding (C)</b>	<b>(365)</b>	<b>130</b>	<b>521</b>	<b>521</b>	<b>2,073</b>
<b>Applications of capital funding</b>					
- To meet additional demand	0	0	0	0	0
- To improve the level of service	47	100	422	520	442
- To replace existing assets	185	960	3,480	4,003	3,645
Increase (decrease) in reserves	(184)	(691)	(1,137)	(1,758)	(61)
Increase (decrease) in investments	0	0	0	0	0
<b>Total applications of capital funding (D)</b>	<b>49</b>	<b>369</b>	<b>2,765</b>	<b>2,765</b>	<b>4,026</b>
<b>Surplus (deficit) of capital funding (C -D)</b>	<b>(414)</b>	<b>(239)</b>	<b>(2,244)</b>	<b>(2,244)</b>	<b>(1,953)</b>
<b>Funding Balance ((A-B) + (C-D))</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Excludes Depreciation of:</b>	<b>741</b>	<b>775</b>	<b>3,099</b>	<b>3,099</b>	<b>2,965</b>

Note 1 - Most maintenance to be done in dryer months for a number of activities in this group

## Ordinary Council - Reports



### Community Facilities For the period ending Sept 2021

Description	YTD Actuals	YTD Rev. Bud	Variance In \$	Variance In %	Full Year Rev. Bud	Forecast	Comments
<b>Expenditure</b>							
Cemeteries	133,115	142,355	9,240	6%	571,518	579,529	
Halls	248,945	256,002	7,057	3%	830,180	803,698	
Parks and Reserves	740,466	781,913	41,447	5%	2,992,997	3,036,723	
Rural Swimming Pools	132,204	146,772	14,568	10%	736,656	762,692	
TSB Hub	504,295	497,921	(6,374)	(1%)	1,838,075	1,979,361	
Public Toilets	121,761	140,788	19,027	14%	560,397	551,659	Maintenance work yet to begin
Cinema 2	72,073	68,955	(3,118)	(5%)	231,525	237,639	
Pensioner Housing	341,486	351,066	9,580	3%	794,024	795,524	
Pathways & Walkways	0	2,017	2,017	100%	8,437	0	
Campgrounds	68,704	85,170	16,466	19%	319,207	301,356	Underbudget due to timing of water by meter invoicing and salary for camp custodian only employed in summer months
Aquatic Centre	438,377	527,356	88,979	17%	2,071,736	2,023,534	Underbudget in chemicals, maintenance and personnel costs due to Covid restrictions
Centennial Close	45,519	48,610	3,091	6%	106,612	106,830	
Public Spaces	41,536	51,989	10,453	20%	224,187	214,462	Underbudget as personnel costs used over summer months for freedom camping ambassadors
Corporate Property	115,342	146,316	30,974	21%	418,641	361,410	Underbudget as rates has been allocated to different activities and depreciation due to delayed capital works programme
<b>Total Operational Expenditure</b>	<b>3,003,823</b>	<b>3,247,230</b>	<b>243,407</b>	<b>7%</b>	<b>11,704,192</b>	<b>11,754,417</b>	
<b>Income</b>							
Cemeteries	159,412	141,632	17,780	13%	565,080	593,120	
Halls	143,061	141,868	1,193	1%	568,195	571,786	
Parks and Reserves	650,232	652,744	(2,512)	(0%)	2,610,975	2,627,108	
Rural Swimming Pools	170,615	177,646	(7,031)	(4%)	710,585	715,797	
TSB Hub	463,306	481,421	(18,115)	(4%)	1,933,195	1,933,842	
Public Toilets	136,019	135,176	843	1%	540,702	544,074	
Cinema 2	56,261	57,881	(1,620)	(3%)	231,525	216,297	
Pensioner Housing	183,562	184,071	(509)	(0%)	736,286	750,252	
Pathways & Walkways	2,091	2,109	(18)	(1%)	8,437	8,363	
Campgrounds	50,467	61,589	(11,122)	(18%)	244,556	220,500	Underbudget as income generated primarily over summer months and reduced booking because of Covid
Aquatic Centre	470,512	506,852	(36,340)	(7%)	2,027,406	1,881,939	Reduced income due to Covid alert level restrictions
Centennial Close	14,543	14,927	(384)	(3%)	59,710	67,591	
Public Spaces	57,114	57,001	113	0%	230,506	230,955	
Corporate Property	118,741	101,916	16,825	17%	422,113	412,553	Rental income is overbudget - this is just timing
<b>Total Income</b>	<b>2,675,936</b>	<b>2,716,833</b>	<b>(40,897)</b>	<b>(2%)</b>	<b>10,889,271</b>	<b>10,774,177</b>	
<b>Net Cost of Service - Surplus/(Deficit)</b>	<b>(327,887)</b>	<b>(530,397)</b>	<b>202,510</b>		<b>(814,921)</b>	<b>(980,240)</b>	

**South Taranaki District Council**

**Funding Impact Statement for Corporate Activities as at September 2021**

Notes	YTD Actual 2021-22 (\$000)	YTD Revised Bud 2021-22 (\$000)	FY Budget 2021- 22 (\$000)	FY Revised Bud 2021-22 (\$000)	Forecast (\$000)
<b>Sources of operating funding</b>					
General rates, uniform annual general charges, rates penalties	24	28	113	113	113
Targeted rates	67	73	290	290	290
Subsidies and grants for operating purposes	12	3	12	12	12
Fees and charges	15	15	59	59	59
Internal charge and overheads recovered	1 3,755	4,018	16,110	16,110	15,365
Local authorities fuel tax, fines, infringement fees and other receipts	452	671	2,714	2,714	3,446
<b>Total operating funding (A)</b>	<b>4,324</b>	<b>4,808</b>	<b>19,298</b>	<b>19,298</b>	<b>19,285</b>
<b>Applications of operating funding</b>					
Payments to staff and suppliers	1 2,994	3,216	12,385	12,780	12,692
Finance costs	91	75	301	301	362
Internal charges and overheads applied	860	934	3,737	3,737	3,207
Other operating funding applications	0	0	0	0	0
<b>Total applications of operating funding (B)</b>	<b>3,944</b>	<b>4,225</b>	<b>16,423</b>	<b>16,818</b>	<b>16,261</b>
<b>Surplus (deficit) of operating funding (A-B)</b>	<b>380</b>	<b>583</b>	<b>2,874</b>	<b>2,480</b>	<b>3,024</b>
<b>Sources of capital funding</b>					
Subsidies and grants for capital expenditure	0	0	0	0	0
Development and financial contributions	2 83	0	0	0	0
Increase (decrease) in debt	1,144	87	348	348	1,396
Gross proceeds from sale of assets	0	0	0	0	0
Lump sum contributions	3 760	0	0	0	0
Other dedicated capital funding	0	0	0	0	0
<b>Total sources of capital funding (C)</b>	<b>1,987</b>	<b>87</b>	<b>348</b>	<b>348</b>	<b>1,396</b>
<b>Applications of capital funding</b>					
- To meet additional demand	0	0	0	0	0
- To improve the level of service	105	205	891	819	1,154
- To replace existing assets	152	187	472	746	610
Increase (decrease) in reserves	2,110	278	1,859	1,263	2,656
Increase (decrease) in investments	0	0	0	0	0
<b>Total applications of capital funding (D)</b>	<b>2,367</b>	<b>670</b>	<b>3,222</b>	<b>2,828</b>	<b>4,420</b>
<b>Surplus (deficit) of capital funding (C -D)</b>	<b>(380)</b>	<b>(583)</b>	<b>(2,874)</b>	<b>(2,480)</b>	<b>(3,024)</b>
<b>Funding Balance ((A-B) + (C-D))</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Excludes Depreciation of:</b>	<b>170</b>	<b>223</b>	<b>893</b>	<b>893</b>	<b>680</b>

Note 1 - Underbudget in three main categories of expenditure (discounts, staff training, material an services & consultants)

Note 2 - Financial contributions received from Hawera subdivisions

Note 3 - Trache funding from three waters yet to be allocated to water activities



**Corporate Activities**

For the period ending Sept 2021

Description	YTD Actuals	YTD Rev. Bud	Variance In \$	Variance In %	Full Year Rev. Bud	Forecast
<b>Expenditure</b>						
Reallocated Overheads	4,115,657	4,448,437	332,780	7%	17,711,472	16,942,661
<b>Total Operational Expenditure</b>	<b>4,115,657</b>	<b>4,448,437</b>	<b>332,780</b>	<b>7%</b>	<b>17,711,472</b>	<b>16,942,661</b>
<b>Income</b>						
Reallocated Overheads	7,615,210	4,807,696	2,807,514	58%	19,297,740	19,285,355
<b>Total Income</b>	<b>7,615,210</b>	<b>4,807,696</b>	<b>2,807,514</b>	<b>58%</b>	<b>19,297,740</b>	<b>19,285,355</b>
<b>Net Cost of Service - Surplus/(Deficit)</b>	<b>3,499,553</b>	<b>359,259</b>	<b>3,140,294</b>		<b>1,586,268</b>	<b>2,342,694</b>

**South Taranaki District Council**

**Funding Impact Statement for Democracy and Leader as at September 2021**

Notes	YTD Actual 2021-22 (\$000)	YTD Revised Bud 2021-22 (\$000)	FY Budget 2021- 22 (\$000)	FY Revised Bud 2021-22 (\$000)	Forecast (\$000)
<b>Sources of operating funding</b>					
General rates, uniform annual general charges, rates penalties	697	689	2,754	2,754	2,770
Targeted rates	0	0	0	0	0
Subsidies and grants for operating purposes	0	0	0	0	0
Fees and charges	0	0	0	0	0
Internal charge and overheads recovered	0	0	0	0	0
Local authorities fuel tax, fines, infringement fees and other receipts	120	123	494	494	496
<b>Total operating funding (A)</b>	<b>817</b>	<b>812</b>	<b>3,248</b>	<b>3,248</b>	<b>3,266</b>
<b>Applications of operating funding</b>					
Payments to staff and suppliers	1	535	482	1,133	1,153
Finance costs	0	0	1	1	2
Internal charges and overheads applied	504	515	2,108	2,108	2,015
Other operating funding applications	0	0	0	0	0
<b>Total applications of operating funding (B)</b>	<b>1,039</b>	<b>997</b>	<b>3,242</b>	<b>3,242</b>	<b>3,170</b>
<b>Surplus (deficit) of operating funding (A-B)</b>	<b>(222)</b>	<b>(185)</b>	<b>7</b>	<b>7</b>	<b>96</b>
<b>Sources of capital funding</b>					
Subsidies and grants for capital expenditure	0	0	0	0	0
Development and financial contributions	0	0	0	0	0
Increase (decrease) in debt	0	0	0	0	0
Gross proceeds from sale of assets	0	0	0	0	0
Lump sum contributions	0	0	0	0	0
Other dedicated capital funding	0	0	0	0	0
<b>Total sources of capital funding (C)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Applications of capital funding</b>					
- To meet additional demand	0	0	0	0	0
- To improve the level of service	0	0	0	0	0
- To replace existing assets	0	0	0	0	0
Increase (decrease) in reserves	(222)	(185)	7	7	96
Increase (decrease) in investments	0	0	0	0	0
<b>Total applications of capital funding (D)</b>	<b>(222)</b>	<b>(185)</b>	<b>7</b>	<b>7</b>	<b>96</b>
<b>Surplus (deficit) of capital funding (C -D)</b>	<b>222</b>	<b>185</b>	<b>(7)</b>	<b>(7)</b>	<b>(96)</b>
<b>Funding Balance ((A-B) + (C-D))</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Excludes Depreciation of:</b>	<b>2</b>	<b>2</b>	<b>7</b>	<b>7</b>	<b>7</b>

Note 1 - Overbudget due to write-offs



**Democracy and Leadership**  
For the period ending Sept 2021

Description	YTD Actuals	YTD Rev. Bud	Variance In \$	Variance In %	Full Year Rev. Bud	Forecast	Comments
<b>Expenditure</b>							
Democracy and Leadership	1,040,858	999,055	(41,803)	(4%)	3,248,481	3,176,959	
<b>Total Operational Expenditure</b>	<b>1,040,858</b>	<b>999,055</b>	<b>(41,803)</b>	<b>(4%)</b>	<b>3,248,481</b>	<b>3,176,959</b>	
<b>Income</b>							
Democracy and Leadership	816,962	812,120	4,842	1%	3,248,481	3,265,843	
<b>Total Income</b>	<b>816,962</b>	<b>812,120</b>	<b>4,842</b>	<b>1%</b>	<b>3,248,481</b>	<b>3,265,843</b>	
<b>Net Cost of Service - Surplus/(Deficit)</b>	<b>(223,896)</b>	<b>(186,935)</b>	<b>(36,961)</b>		<b>0</b>	<b>88,884</b>	

**South Taranaki District Council**

**Funding Impact Statement for District Economy as at September 2021**

Notes	YTD Actual 2021-22 (\$000)	YTD Revised Bud 2021-22 (\$000)	FY Budget 2021- 22 (\$000)	FY Revised Bud 2021-22 (\$000)	Forecast (\$000)
<b>Sources of operating funding</b>					
General rates, uniform annual general charges, rates penalties	291	288	1,153	1,153	1,153
Targeted rates	42	42	169	169	169
Subsidies and grants for operating purposes	0	0	0	0	0
Fees and charges	16	29	102	102	102
Internal charge and overheads recovered	0	11	45	45	0
Local authorities fuel tax, fines, infringement fees and other receipts	1	138	1,035	1,035	661
<b>Total operating funding (A)</b>	<b>488</b>	<b>630</b>	<b>2,504</b>	<b>2,504</b>	<b>2,085</b>
<b>Applications of operating funding</b>					
Payments to staff and suppliers	302	284	1,095	1,095	1,081
Finance costs	72	73	292	292	288
Internal charges and overheads applied	85	83	334	334	350
Other operating funding applications	2	42	289	289	289
<b>Total applications of operating funding (B)</b>	<b>500</b>	<b>512</b>	<b>2,009</b>	<b>2,009</b>	<b>2,008</b>
<b>Surplus (deficit) of operating funding (A-B)</b>	<b>(13)</b>	<b>118</b>	<b>495</b>	<b>495</b>	<b>77</b>
<b>Sources of capital funding</b>					
Subsidies and grants for capital expenditure	0	0	0	0	0
Development and financial contributions	0	0	0	0	0
Increase (decrease) in debt	186	335	1,340	1,340	4,011
Gross proceeds from sale of assets	0	0	0	0	0
Lump sum contributions	3	1,800	0	0	1,800
Other dedicated capital funding	0	0	0	0	0
<b>Total sources of capital funding (C)</b>	<b>1,986</b>	<b>335</b>	<b>1,340</b>	<b>1,340</b>	<b>5,811</b>
<b>Applications of capital funding</b>					
- To meet additional demand	0	0	0	0	0
- To improve the level of service	234	2,250	5,055	9,001	7,257
- To replace existing assets	0	0	0	0	0
Increase (decrease) in reserves	1,740	(1,797)	(2,863)	(7,165)	(1,369)
Increase (decrease) in investments	0	0	(357)	0	0
<b>Total applications of capital funding (D)</b>	<b>1,973</b>	<b>453</b>	<b>1,835</b>	<b>1,835</b>	<b>5,888</b>
<b>Surplus (deficit) of capital funding (C -D)</b>	<b>13</b>	<b>(118)</b>	<b>(495)</b>	<b>(495)</b>	<b>(77)</b>
<b>Funding Balance ((A-B) + (C-D))</b>	<b>(0)</b>	<b>(0)</b>	<b>(0)</b>	<b>(0)</b>	<b>0</b>
<b>Excludes Depreciation of:</b>	<b>12</b>	<b>109</b>	<b>438</b>	<b>438</b>	<b>40</b>

Note 1 - Underbudget due to less LTIF subsidy than anticipated (lower spend in Hawera Town Centre Strategy Project)

Note 2 - Contractor paid in advance, will even out over the year

Note 3 - 2nd instalment of 'shovel ready' government funding





**District Economy**  
For the period ending Sept 2021

Description	YTD Actuals	YTD Rev. Bud	Variance In \$	Variance In %	Full Year Rev. Bud	Forecast	Comments
<b>Expenditure</b>							
Economic Development	179,232	135,987	(43,245)	(32%)	539,401	580,074	Overbudget because funding for Tapuae Roa paid for full year
Hawera Town Coordinator	41,596	42,303	707	2%	169,213	169,213	
Tourism	148,878	131,939	(16,939)	(13%)	523,828	525,434	Overbudget due to contractor paid in advance, will even out over the year
Events	50,688	81,448	30,760	38%	329,949	313,713	Underbudget as some events cannot proceed due to Covid alert level restrictions
Town Centre Strategy	92,100	218,426	126,326	58%	839,242	459,792	Underbudget as the Town Center project taking longer than anticipated
<b>Total Operational Expenditure</b>	<b>512,494</b>	<b>610,103</b>	<b>97,609</b>	<b>16%</b>	<b>2,401,633</b>	<b>2,048,226</b>	
<b>Income</b>							
Economic Development	147,815	149,224	(1,409)	(1%)	596,897	599,723	
Hawera Town Coordinator	42,373	42,303	70	0%	169,213	169,213	
Tourism	135,825	130,957	4,868	4%	523,828	549,532	
Events	69,310	86,357	(17,047)	(20%)	329,949	307,707	Underbudget as some events cannot proceed due to Covid alert level restrictions
Town Centre Strategy	1,892,100	209,810	1,682,290	802%	839,239	2,259,792	Overbudget due to shovel ready funding received
<b>Total Income</b>	<b>2,287,423</b>	<b>618,651</b>	<b>1,668,772</b>	<b>270%</b>	<b>2,459,126</b>	<b>3,885,967</b>	
<b>Net Cost of Service - Surplus/(Deficit)</b>	<b>1,774,929</b>	<b>8,548</b>	<b>1,766,381</b>		<b>57,493</b>	<b>1,837,741</b>	

**South Taranaki District Council**

**Funding Impact Statement for Environmental Management as at September 2021**

Notes	YTD Actual 2021-22 (\$000)	YTD Revised Bud 2021-22 (\$000)	FY Budget 2021- 22 (\$000)	FY Revised Bud 2021-22 (\$000)	Forecast (\$000)
<b>Sources of operating funding</b>					
General rates, uniform annual general charges, rates penalties	254	252	1,007	1,007	1,009
Targeted rates	0	0	0	0	0
Subsidies and grants for operating purposes	0	0	0	0	0
Fees and charges	44	58	232	232	232
Internal charge and overheads recovered	0	0	0	0	0
Local authorities fuel tax, fines, infringement fees and other receipts	1	101	181	181	381
<b>Total operating funding (A)</b>	<b>399</b>	<b>355</b>	<b>1,419</b>	<b>1,419</b>	<b>1,622</b>
<b>Applications of operating funding</b>					
Payments to staff and suppliers	1	293	165	835	920
Finance costs	0	1	3	3	1
Internal charges and overheads applied	85	81	322	322	346
Other operating funding applications	0	16	65	65	65
<b>Total applications of operating funding (B)</b>	<b>378</b>	<b>263</b>	<b>1,225</b>	<b>1,089</b>	<b>1,332</b>
<b>Surplus (deficit) of operating funding (A-B)</b>	<b>20</b>	<b>92</b>	<b>195</b>	<b>331</b>	<b>290</b>
<b>Sources of capital funding</b>					
Subsidies and grants for capital expenditure	0	0	0	0	0
Development and financial contributions	0	0	0	0	0
Increase (decrease) in debt	16	20	80	0	92
Gross proceeds from sale of assets	0	0	0	0	0
Lump sum contributions	0	12	12	12	29
Other dedicated capital funding	0	0	0	0	0
<b>Total sources of capital funding (C)</b>	<b>16</b>	<b>32</b>	<b>92</b>	<b>12</b>	<b>121</b>
<b>Applications of capital funding</b>					
- To meet additional demand	0	0	0	0	0
- To improve the level of service	18	24	98	98	98
- To replace existing assets	0	0	0	0	0
Increase (decrease) in reserves	18	100	189	245	313
Increase (decrease) in investments	0	0	0	0	0
<b>Total applications of capital funding (D)</b>	<b>36</b>	<b>124</b>	<b>287</b>	<b>343</b>	<b>411</b>
<b>Surplus (deficit) of capital funding (C -D)</b>	<b>(20)</b>	<b>(92)</b>	<b>(195)</b>	<b>(331)</b>	<b>(290)</b>
<b>Funding Balance ((A-B) + (C-D))</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Excludes Depreciation of:</b>	<b>0</b>	<b>2</b>	<b>7</b>	<b>7</b>	<b>1</b>

Note 1 - No budget set for recoverable works for planning. Will net out by year end.



**Environmental Management**  
For the period ending Sept 2021

Description	YTD Actuals	YTD Rev. Bud	Variance In \$	Variance In %	Full Year Rev. Bud	Forecast	Comments
<b>Expenditure</b>							
Environmental Policy	39,399	50,606	11,207	22%	206,893	221,037	Underspend as programmes has not been spent. Will be used by year end
Planning	338,773	169,080	(169,693)	(100%)	709,184	941,717	Overbudget as recoverable works costs not budgeted
Environment & Sustainability	1,283	44,817	43,534	97%	179,269	171,757	Grants and programmes budget not spent yet, will be spent by year end
<b>Total Operational Expenditure</b>	<b>379,455</b>	<b>264,503</b>	<b>(114,952)</b>	<b>(43%)</b>	<b>1,095,346</b>	<b>1,334,511</b>	
<b>Income</b>							
Environmental Policy	90,766	90,356	410	0%	361,423	363,063	
Planning	266,452	222,684	43,768	20%	890,736	1,093,200	Overbudget as recoverable works income not budgeted
Environment & Sustainability	41,447	53,815	(12,368)	(23%)	179,269	194,790	Underbudget due to timing of EECA grant
<b>Total Income</b>	<b>398,665</b>	<b>366,855</b>	<b>31,810</b>	<b>9%</b>	<b>1,431,428</b>	<b>1,651,053</b>	
<b>Net Cost of Service - Surplus/(Deficit)</b>	<b>19,210</b>	<b>102,352</b>	<b>(83,142)</b>		<b>336,082</b>	<b>316,542</b>	

**South Taranaki District Council**

**Funding Impact Statement for Regulatory Services as at September 2021**

Notes	YTD Actual 2021-22 (\$000)	YTD Revised Bud 2021-22 (\$000)	FY Budget 2021- 22 (\$000)	FY Revised Bud 2021-22 (\$000)	Forecast (\$000)
<b>Sources of operating funding</b>					
General rates, uniform annual general charges, rates penalties	214	212	844	844	844
Targeted rates	0	0	0	0	0
Subsidies and grants for operating purposes	0	0	0	0	0
Fees and charges	746	715	1,899	1,899	1,899
Internal charge and overheads recovered	0	0	0	0	0
Local authorities fuel tax, fines, infringement fees and other receipts	39	41	163	163	246
<b>Total operating funding (A)</b>	<b>999</b>	<b>968</b>	<b>2,907</b>	<b>2,907</b>	<b>2,989</b>
<b>Applications of operating funding</b>					
Payments to staff and suppliers	1	472	405	1,858	1,600
Finance costs		3	4	17	17
Internal charges and overheads applied		241	241	958	958
Other operating funding applications		0	0	0	0
<b>Total applications of operating funding (B)</b>		<b>715</b>	<b>650</b>	<b>2,834</b>	<b>2,575</b>
<b>Surplus (deficit) of operating funding (A-B)</b>		<b>284</b>	<b>318</b>	<b>74</b>	<b>332</b>
<b>Sources of capital funding</b>					
Subsidies and grants for capital expenditure	0	0	0	0	0
Development and financial contributions	0	0	0	0	0
Increase (decrease) in debt	(3)	36	144	144	140
Gross proceeds from sale of assets	0	0	0	0	0
Lump sum contributions	0	0	0	0	0
Other dedicated capital funding	0	0	0	0	0
<b>Total sources of capital funding (C)</b>	<b>(3)</b>	<b>36</b>	<b>144</b>	<b>144</b>	<b>140</b>
<b>Applications of capital funding</b>					
- To meet additional demand		0	0	0	0
- To improve the level of service		0	67	146	143
- To replace existing assets		0	24	24	23
Increase (decrease) in reserves		281	263	48	309
Increase (decrease) in investments		0	0	0	0
<b>Total applications of capital funding (D)</b>		<b>281</b>	<b>354</b>	<b>218</b>	<b>476</b>
<b>Surplus (deficit) of capital funding (C -D)</b>		<b>(284)</b>	<b>(318)</b>	<b>(74)</b>	<b>(332)</b>
<b>Funding Balance ((A-B) + (C-D))</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Excludes Depreciation of:</b>		<b>10</b>	<b>17</b>	<b>69</b>	<b>69</b>

Note 1 - Increase in TEMO contribution and COVID related expense the main reasons for overspend



**Regulatory Services**

For the period ending Sept 2021

Description	YTD Actuals	YTD Rev. Bud	Variance In \$	Variance In %	Full Year Rev. Bud	Forecast	Comments
<b>Expenditure</b>							
Licensing	134,976	146,769	11,793	8%	588,488	629,871	
Emergency Management	81,256	69,075	(12,181)	(18%)	278,991	287,658	Overbudget due to higher than budgeted TEMO costs
Animal Services	171,140	167,850	(3,290)	(2%)	682,838	709,790	
Building Control	286,386	259,278	(27,108)	(10%)	989,881	1,148,235	
Nuisance Control (Noise)	51,031	24,386	(26,645)	(109%)	104,647	79,678	Overbudget as contractor costs not budgeted
<b>Total Operational Expenditure</b>	<b>724,789</b>	<b>667,358</b>	<b>(57,431)</b>	<b>(9%)</b>	<b>2,644,845</b>	<b>2,855,232</b>	
<b>Income</b>							
Licensing	199,450	193,403	6,047	3%	773,612	776,614	
Emergency Management	78,843	78,624	219	0%	314,497	315,373	
Animal Services	414,525	424,219	(9,694)	(2%)	738,033	738,931	
Building Control	305,682	269,770	35,912	13%	1,079,080	1,156,700	Overbudget as more consents processed in Q1 than budgeted
Nuisance Control (Noise)	400	513	(113)	(22%)	2,054	2,054	
<b>Total Income</b>	<b>998,900</b>	<b>966,529</b>	<b>32,371</b>	<b>3%</b>	<b>2,907,276</b>	<b>2,989,672</b>	
<b>Net Cost of Service - Surplus/(Deficit)</b>	<b>274,111</b>	<b>299,171</b>	<b>(25,060)</b>		<b>262,431</b>	<b>134,440</b>	

**South Taranaki District Council**

**Funding Impact Statement for Roading and Footpaths as at September 2021**

Notes	YTD Actual 2021-22 (\$000)	YTD Revised Bud 2021-22 (\$000)	FY Budget 2021- 22 (\$000)	FY Revised Bud 2021-22 (\$000)	Forecast (\$000)
<b>Sources of operating funding</b>					
General rates, uniform annual general charges, rates penalties	13	12	36	36	36
Targeted rates	1,553	1,530	6,121	6,121	6,120
Subsidies and grants for operating purposes	1 1,038	1,547	6,186	6,186	5,753
Fees and charges	17	35	140	140	140
Internal charge and overheads recovered	0	0	0	0	0
Local authorities fuel tax, fines, infringement fees and other receipts	469	524	2,089	2,089	2,083
<b>Total operating funding (A)</b>	<b>3,089</b>	<b>3,647</b>	<b>14,571</b>	<b>14,571</b>	<b>14,132</b>
<b>Applications of operating funding</b>					
Payments to staff and suppliers	2 1,881	2,735	10,986	10,986	11,009
Finance costs	50	65	259	259	200
Internal charges and overheads applied	67	97	382	382	266
Other operating funding applications	0	0	0	0	0
<b>Total applications of operating funding (B)</b>	<b>1,998</b>	<b>2,897</b>	<b>11,628</b>	<b>11,628</b>	<b>11,475</b>
<b>Surplus (deficit) of operating funding (A-B)</b>	<b>1,091</b>	<b>751</b>	<b>2,943</b>	<b>2,943</b>	<b>2,657</b>
<b>Sources of capital funding</b>					
Subsidies and grants for capital expenditure	1 1,204	1,341	5,364	5,364	4,988
Development and financial contributions	0	63	253	253	0
Increase (decrease) in debt	(44)	699	2,096	2,096	(175)
Gross proceeds from sale of assets	0	0	0	0	0
Lump sum contributions	3 3,500	0	0	0	5,905
Other dedicated capital funding	0	0	0	0	0
<b>Total sources of capital funding (C)</b>	<b>4,660</b>	<b>2,103</b>	<b>7,713</b>	<b>7,713</b>	<b>10,718</b>
<b>Applications of capital funding</b>					
- To meet additional demand	11	271	1,085	1,085	834
- To improve the level of service	2,798	2,393	11,339	9,573	8,712
- To replace existing assets	1,424	2,227	7,700	8,908	5,916
Increase (decrease) in reserves	1,519	(2,038)	(9,467)	(8,910)	(2,086)
Increase (decrease) in investments	0	0	0	0	0
<b>Total applications of capital funding (D)</b>	<b>5,751</b>	<b>2,853</b>	<b>10,656</b>	<b>10,656</b>	<b>13,375</b>
<b>Surplus (deficit) of capital funding (C -D)</b>	<b>(1,091)</b>	<b>(751)</b>	<b>(2,943)</b>	<b>(2,943)</b>	<b>(2,657)</b>
<b>Funding Balance ((A-B) + (C-D))</b>	<b>0</b>	<b>0</b>	<b>(0)</b>	<b>(0)</b>	<b>0</b>
<b>Excludes Depreciation of:</b>	<b>1,822</b>	<b>1,857</b>	<b>7,426</b>	<b>7,426</b>	<b>7,289</b>

Note 1 - Underbudget due to reduction in funding from Waka Kotahi

Note 2 - Underbudget due to bulk of operational projects planned for summer months

Note 3 - Shovel ready funding for Nukumar Station Road



**Roading & Footpaths**

For the period ending Sept 2021

Description	YTD Actuals	YTD Rev. Bud	Variance In \$	Variance In %	Full Year Rev. Bud	Forecast	Comments
<b>Expenditure</b>							
Roading	3,785,564	4,628,342	842,778	18%	18,546,144	18,245,889	Underbudget as majority of operational projects happen in summer months
Regional Road Safety	34,489	125,095	90,606	72%	507,996	519,512	Underbudget due to lower delivery of programmes than anticipated due to Covid alert level restrictions
<b>Total Operational Expenditure</b>	<b>3,820,053</b>	<b>4,753,437</b>	<b>933,384</b>	<b>20%</b>	<b>19,054,140</b>	<b>18,765,401</b>	
<b>Income</b>							
Roading	7,793,029	4,903,653	2,889,376	59%	19,608,143	24,512,602	Overbudget due to shovel ready project funding received
Regional Road Safety	0	128,375	(128,375)	(100%)	513,500	513,500	Underbudget due to delay in charging process
<b>Total Income</b>	<b>7,793,029</b>	<b>5,032,028</b>	<b>2,761,001</b>	<b>55%</b>	<b>20,121,643</b>	<b>25,026,102</b>	
<b>Net Cost of Service - Surplus/(Deficit)</b>	<b>3,972,976</b>	<b>278,591</b>	<b>3,694,385</b>		<b>1,067,503</b>	<b>6,260,701</b>	

**South Taranaki District Council**

**Funding Impact Statement for Solid Waste as at September 2021**

Notes	YTD Actual 2021-22 (\$000)	YTD Revised Bud 2021-22 (\$000)	FY Budget 2021- 22 (\$000)	FY Revised Bud 2021-22 (\$000)	Forecast (\$000)
<b>Sources of operating funding</b>					
General rates, uniform annual general charges, rates penalties	140	138	551	551	551
Targeted rates	404	401	1,604	1,604	1,603
Subsidies and grants for operating purposes	0	0	0	0	
Fees and charges	1 299	360	1,442	1,442	1,442
Internal charge and overheads recovered	0	0	0	0	
Local authorities fuel tax, fines, infringement fees and other receipts	165	171	735	735	742
<b>Total operating funding (A)</b>	<b>1,007</b>	<b>1,070</b>	<b>4,332</b>	<b>4,332</b>	<b>4,338</b>
<b>Applications of operating funding</b>					
Payments to staff and suppliers	2 980	904	3,591	3,591	3,905
Finance costs	33	28	112	112	133
Internal charges and overheads applied	115	113	450	450	458
Other operating funding applications	0	0	0	0	0
<b>Total applications of operating funding (B)</b>	<b>1,127</b>	<b>1,045</b>	<b>4,153</b>	<b>4,153</b>	<b>4,496</b>
<b>Surplus (deficit) of operating funding (A-B)</b>	<b>(120)</b>	<b>25</b>	<b>179</b>	<b>179</b>	<b>(158)</b>
<b>Sources of capital funding</b>					
Subsidies and grants for capital expenditure	0	0	0	0	0
Development and financial contributions	0	0	0	0	0
Increase (decrease) in debt	(39)	24	94	94	113
Gross proceeds from sale of assets	0	0	0	0	0
Lump sum contributions	0	0	0	0	0
Other dedicated capital funding	0	0	0	0	0
<b>Total sources of capital funding (C)</b>	<b>(39)</b>	<b>24</b>	<b>94</b>	<b>94</b>	<b>113</b>
<b>Applications of capital funding</b>					
- To meet additional demand	0	0	0	0	0
- To improve the level of service	0	20	194	200	200
- To replace existing assets	(5)	43	101	138	138
Increase (decrease) in reserves	(154)	(14)	(22)	(65)	(383)
Increase (decrease) in investments	0	0	0	0	0
<b>Total applications of capital funding (D)</b>	<b>(159)</b>	<b>48</b>	<b>273</b>	<b>273</b>	<b>(45)</b>
<b>Surplus (deficit) of capital funding (C -D)</b>	<b>120</b>	<b>(25)</b>	<b>(179)</b>	<b>(179)</b>	<b>158</b>
<b>Funding Balance ((A-B) + (C-D))</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Excludes Depreciation of:</b>	<b>24</b>	<b>27</b>	<b>108</b>	<b>108</b>	<b>96</b>

Note 1 - Underbudget due to lag in invoicing commercial users of transfer stations. We will correct this with an accrual going forward.

Note 2 - Overbudget due to higher disposal volume than anticipated. Will be offset by increased income by year end.





**Solid Waste**  
For the period ending Sept 2021

Description	YTD Actuals	YTD Rev. Bud	Variance In \$	Variance In %	Full Year Rev. Bud	Forecast	Comments
<b>Expenditure</b>							
Solid Waste Collection	465,775	481,896	16,121	3%	1,927,056	2,010,600	
Solid Waste Disposal	685,357	590,627	(94,730)	(16%)	2,334,127	2,581,204	Overbudget due to higher volume received than anticipated
<b>Total Operational Expenditure</b>	<b>1,151,132</b>	<b>1,072,523</b>	<b>(78,609)</b>	<b>(7%)</b>	<b>4,261,183</b>	<b>4,591,804</b>	
<b>Income</b>							
Solid Waste Collection	468,935	469,980	(1,045)	(0%)	1,879,920	1,879,920	
Solid Waste Disposal	537,965	600,409	(62,444)	(10%)	2,452,094	2,459,045	Underbudget due to timing of processing invoices. Will be corrected by an accrual going forward
<b>Total Income</b>	<b>1,006,900</b>	<b>1,070,389</b>	<b>(63,489)</b>	<b>(6%)</b>	<b>4,332,014</b>	<b>4,338,965</b>	
<b>Net Cost of Service - Surplus/(Deficit)</b>	<b>(144,232)</b>	<b>(2,134)</b>	<b>(142,098)</b>		<b>70,831</b>	<b>(252,839)</b>	

**South Taranaki District Council**

**Funding Impact Statement for Stormwater as at September 2021**

Notes	YTD Actual 2021-22 (\$000)	YTD Revised Bud 2021-22 (\$000)	FY Budget 2021- 22 (\$000)	FY Revised Bud 2021-22 (\$000)	Forecast (\$000)
<b>Sources of operating funding</b>					
General rates, uniform annual general charges, rates penalties	278	275	1,102	1,102	1,102
Targeted rates	2	2	9	9	9
Subsidies and grants for operating purposes	0	0	0	0	
Fees and charges	6	0	1	1	6
Internal charge and overheads recovered	0	0	0	0	0
Local authorities fuel tax, fines, infringement fees and other receipts	48	49	198	198	202
<b>Total operating funding (A)</b>	<b>334</b>	<b>327</b>	<b>1,309</b>	<b>1,309</b>	<b>1,319</b>
<b>Applications of operating funding</b>					
Payments to staff and suppliers	1	97	118	224	211
Finance costs		32	39	154	129
Internal charges and overheads applied		82	90	365	345
Other operating funding applications		0	0	0	0
<b>Total applications of operating funding (B)</b>	<b>211</b>	<b>246</b>	<b>743</b>	<b>743</b>	<b>685</b>
<b>Surplus (deficit) of operating funding (A-B)</b>	<b>123</b>	<b>81</b>	<b>566</b>	<b>566</b>	<b>634</b>
<b>Sources of capital funding</b>					
Subsidies and grants for capital expenditure	0	0	0	0	0
Development and financial contributions	0	80	319	319	319
Increase (decrease) in debt	(73)	366	1,464	1,464	1,939
Gross proceeds from sale of assets	0	0	0	0	0
Lump sum contributions	0	(0)	(0)	(0)	0
Other dedicated capital funding	0	0	0	0	0
<b>Total sources of capital funding (C)</b>	<b>(73)</b>	<b>446</b>	<b>1,783</b>	<b>1,783</b>	<b>2,258</b>
<b>Applications of capital funding</b>					
- To meet additional demand	7	298	1,196	1,193	1,270
- To improve the level of service	0	74	255	295	271
- To replace existing assets	49	254	905	1,016	962
Increase (decrease) in reserves	(6)	(99)	(7)	(155)	389
Increase (decrease) in investments	0	0	0	0	0
<b>Total applications of capital funding (D)</b>	<b>50</b>	<b>527</b>	<b>2,349</b>	<b>2,349</b>	<b>2,892</b>
<b>Surplus (deficit) of capital funding (C -D)</b>	<b>(123)</b>	<b>(81)</b>	<b>(566)</b>	<b>(566)</b>	<b>(634)</b>
<b>Funding Balance ((A-B) + (C-D))</b>	<b>0</b>	<b>(0)</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Excludes Depreciation of:</b>	169	172	689	689	676

Note 1 - Underbudget largely due to change in billing cycle of insurance costs



**Stormwater**

For the period ending Sept 2021

Description	YTD Actuals	YTD Rev. Bud	Variance In \$	Variance In %	Full Year Rev. Bud	Forecast	Comments
<b>Expenditure</b>							
Stormwater	379,924	416,668	36,744	9%	1,424,954	1,355,301	
Eltham Drainage	211	1,739	(1,528)	(88%)	7,004	7,009	
<b>Total Operational Expenditure</b>	<b>380,135</b>	<b>418,407</b>	<b>38,272</b>	<b>9%</b>	<b>1,431,958</b>	<b>1,362,310</b>	
<b>Income</b>							
Stormwater	331,897	404,827	(72,930)	(18%)	1,619,308	1,629,148	Underbudget due to delay in receiving financial contributions from Hawera Business Park
Eltham Drainage	2,156	2,168	(12)	(1%)	8,672	8,672	
<b>Total Income</b>	<b>334,053</b>	<b>406,995</b>	<b>(72,942)</b>	<b>(18%)</b>	<b>1,627,980</b>	<b>1,637,820</b>	
<b>Net Cost of Service - Surplus/(Deficit)</b>	<b>(46,082)</b>	<b>(11,412)</b>	<b>(34,670)</b>		<b>196,022</b>	<b>275,510</b>	

**South Taranaki District Council**

**Funding Impact Statement for Wastewater as at September 2021**

Notes	YTD Actual 2021-22 (\$000)	YTD Revised Bud 2021-22 (\$000)	FY Budget 2021- 22 (\$000)	FY Revised Bud 2021-22 (\$000)	Forecast (\$000)
<b>Sources of operating funding</b>					
General rates, uniform annual general charges, rates penalties	0	0	0	0	0
Targeted rates	1,343	1,343	5,370	5,370	5,370
Subsidies and grants for operating purposes	0	0	0	0	0
Fees and charges	13	294	1,175	1,175	1,175
Internal charge and overheads recovered	0	0	0	0	0
Local authorities fuel tax, fines, infringement fees and other receipts	0	1	4	4	4
<b>Total operating funding (A)</b>	<b>1,356</b>	<b>1,637</b>	<b>6,549</b>	<b>6,549</b>	<b>6,549</b>
<b>Applications of operating funding</b>					
Payments to staff and suppliers	1	802	1,000	3,327	3,526
Finance costs		306	273	1,092	1,223
Internal charges and overheads applied		191	261	1,075	604
Other operating funding applications		0	0	0	0
<b>Total applications of operating funding (B)</b>	<b>1,299</b>	<b>1,534</b>	<b>5,494</b>	<b>5,494</b>	<b>5,353</b>
<b>Surplus (deficit) of operating funding (A-B)</b>	<b>57</b>	<b>103</b>	<b>1,055</b>	<b>1,055</b>	<b>1,196</b>
<b>Sources of capital funding</b>					
Subsidies and grants for capital expenditure	0	0	0	0	0
Development and financial contributions	0	41	164	164	164
Increase (decrease) in debt	(426)	957	3,826	3,826	2,763
Gross proceeds from sale of assets	0	0	0	0	0
Lump sum contributions	0	440	640	640	640
Other dedicated capital funding	0	0	0	0	0
<b>Total sources of capital funding (C)</b>	<b>(426)</b>	<b>1,437</b>	<b>4,630</b>	<b>4,630</b>	<b>3,567</b>
<b>Applications of capital funding</b>					
- To meet additional demand	3	154	615	615	665
- To improve the level of service	372	608	2,073	2,434	2,243
- To replace existing assets	110	646	2,562	2,632	2,772
Increase (decrease) in reserves	(854)	132	435	5	(917)
Increase (decrease) in investments	0	0	0	0	0
<b>Total applications of capital funding (D)</b>	<b>(369)</b>	<b>1,541</b>	<b>5,685</b>	<b>5,685</b>	<b>4,763</b>
<b>Surplus (deficit) of capital funding (C -D)</b>	<b>(57)</b>	<b>(103)</b>	<b>(1,055)</b>	<b>(1,055)</b>	<b>(1,196)</b>
<b>Funding Balance ((A-B) + (C-D))</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Excludes Depreciation of:</b>	<b>385</b>	<b>391</b>	<b>1,565</b>	<b>1,565</b>	<b>1,540</b>

Note 1 - Underbudget primarily due to lower than anticipated maintenance costs YTD and trade waste costs yet to be charged



**Wastewater**

For the period ending Sept 2021

Description	YTD Actuals	YTD Rev. Bud	Variance In \$	Variance In %	Full Year Rev. Bud	Forecast	Comments
<b>Expenditure</b>							
Wastewater	1,684,150	1,925,107	240,957	13%	7,058,381	6,894,503	Underbudget primarily due to lower than anticipated maintenance costs YTD and trade waste costs yet to be charged
<b>Total Operational Expenditure</b>	<b>1,684,150</b>	<b>1,925,107</b>	<b>240,957</b>	<b>13%</b>	<b>7,058,381</b>	<b>6,894,503</b>	
<b>Income</b>							
Wastewater	1,356,342	2,118,314	(761,972)	(36%)	7,353,256	7,353,256	Underbudget due to delay in receiving tranche funding and timing of trade waste invoicing
<b>Total Income</b>	<b>1,356,342</b>	<b>2,118,314</b>	<b>(761,972)</b>	<b>(36%)</b>	<b>7,353,256</b>	<b>7,353,256</b>	
<b>Net Cost of Service - Surplus/(Deficit)</b>	<b>(327,808)</b>	<b>193,207</b>	<b>(521,015)</b>		<b>294,875</b>	<b>458,753</b>	

**South Taranaki District Council**

**Funding Impact Statement for Water Supply as at September 2021**

Notes	YTD Actual 2021-22 (\$000)	YTD Revised Bud 2021-22 (\$000)	FY Budget 2021- 22 (\$000)	FY Revised Bud 2021-22 (\$000)	Forecast (\$000)
<b>Sources of operating funding</b>					
General rates, uniform annual general charges, rates penalties	0	0	0	0	0
Targeted rates	1	2,850	3,513	14,054	14,054
Subsidies and grants for operating purposes	0	0	0	0	0
Fees and charges	17	24	94	94	94
Internal charge and overheads recovered	0	0	0	0	0
Local authorities fuel tax, fines, infringement fees and other receipts	2	54	109	435	435
<b>Total operating funding (A)</b>	<b>2,921</b>	<b>3,645</b>	<b>14,583</b>	<b>14,583</b>	<b>14,583</b>
<b>Applications of operating funding</b>					
Payments to staff and suppliers	3	1,048	1,193	3,771	3,886
Finance costs	464	431	1,725	1,725	1,856
Internal charges and overheads applied	603	654	2,645	2,645	2,641
Other operating funding applications	0	0	0	0	0
<b>Total applications of operating funding (B)</b>	<b>2,115</b>	<b>2,278</b>	<b>8,142</b>	<b>8,142</b>	<b>8,383</b>
<b>Surplus (deficit) of operating funding (A-B)</b>	<b>806</b>	<b>1,367</b>	<b>6,442</b>	<b>6,442</b>	<b>6,200</b>
<b>Sources of capital funding</b>					
Subsidies and grants for capital expenditure	0	0	0	0	0
Development and financial contributions	0	143	574	574	574
Increase (decrease) in debt	(695)	2,257	9,026	9,026	5,087
Gross proceeds from sale of assets	0	0	0	0	0
Lump sum contributions	0	1,094	1,602	1,602	1,602
Other dedicated capital funding	0	0	0	0	0
<b>Total sources of capital funding (C)</b>	<b>(695)</b>	<b>3,493</b>	<b>11,202</b>	<b>11,202</b>	<b>7,263</b>
<b>Applications of capital funding</b>					
- To meet additional demand	62	1,064	6,053	4,255	6,150
- To improve the level of service	420	1,417	4,860	5,798	4,939
- To replace existing assets	943	1,842	6,167	7,400	6,266
Increase (decrease) in reserves	(1,313)	537	563	191	(3,892)
Increase (decrease) in investments	0	0	0	0	0
<b>Total applications of capital funding (D)</b>	<b>111</b>	<b>4,860</b>	<b>17,644</b>	<b>17,644</b>	<b>13,463</b>
<b>Surplus (deficit) of capital funding (C -D)</b>	<b>(806)</b>	<b>(1,367)</b>	<b>(6,442)</b>	<b>(6,442)</b>	<b>(6,200)</b>
<b>Funding Balance ((A-B) + (C-D))</b>	<b>(0)</b>	<b>0</b>	<b>(0)</b>	<b>(0)</b>	<b>0</b>
<b>Excludes Depreciation of:</b>	1,272	1,330	5,319	5,319	5,088

Note 1 - Water by meter rate is underbudget due to seasonal consumption

Note 2 - Underbudget due to less than expected transfer of water between the schemes

Note 3 - Underspend in chemicals, consultants and maintenance YTD



**Water Supply**  
For the period ending Sept 2021

Description	YTD Actuals	YTD Rev. Bud	Variance In \$	Variance In %	Full Year Rev. Bud	Forecast	Comments
<b>Expenditure</b>							
Urban Water Supply	2,248,264	2,392,497	144,233	6%	8,985,801	8,762,199	
Waimate West Water Supply	1,110,888	1,185,048	74,160	6%	4,363,540	4,610,519	
Nukumarū Water Supply	27,473	30,688	3,215	10%	111,649	99,276	
<b>Total Operational Expenditure</b>	<b>3,386,625</b>	<b>3,608,233</b>	<b>221,608</b>	<b>6%</b>	<b>13,460,990</b>	<b>13,471,994</b>	
<b>Income</b>							
Urban Water Supply	1,986,938	2,636,289	(649,351)	(25%)	10,490,471	10,490,471	Underbudget due to delay in receiving financial contributions from Hawera Business Park and tranche funding
Waimate West Water Supply	933,448	1,738,269	(804,821)	(46%)	6,269,075	6,269,075	Underbudget due to delay in receiving tranche funding
Nukumarū Water Supply	0	0	0	0%	0	0	
<b>Total Income</b>	<b>2,920,386</b>	<b>4,374,558</b>	<b>(1,454,172)</b>	<b>(33%)</b>	<b>16,759,546</b>	<b>16,759,546</b>	
<b>Net Cost of Service - Surplus/(Deficit)</b>	<b>(466,239)</b>	<b>766,325</b>	<b>(1,232,564)</b>		<b>3,298,556</b>	<b>3,287,552</b>	



**Consolidated Capital Expenditure Statement  
For the period ending September 2021**

Description	YTD Actuals	YTD Rev. Bud	Full Year Budget	Full Year Rev. Bud	Forecast
14 - Corporate Activities	257,157	385,036	1,363,135	1,540,144	1,703,601
17 - Arts and Culture	82,979	78,262	313,047	313,047	313,047
18 - Community Facilities	232,554	1,030,863	3,901,860	4,408,321	4,087,176
19 - District Economy	233,719	1,814,392	5,054,912	7,257,567	7,257,567
21 - Regulatory Services	0	90,343	170,212	166,960	166,960
22 - Water Supply	1,424,144	4,355,374	17,080,580	17,453,298	17,355,870
24 - Stormwater	56,141	625,947	2,356,162	2,503,788	2,503,788
25 - Wastewater	485,076	1,420,161	5,249,965	5,680,644	5,680,844
26 - Solid Waste	(5,275)	62,251	295,115	338,479	338,479
27 - Coastal Structures	3,997	179,453	657,675	717,812	717,812
32 - Environmental Management	18,043	24,380	97,520	97,520	97,520
23 - Roading and Footpaths	4,233,163	4,641,380	20,123,052	18,565,521	15,461,730
<b>Total Capital Expenditure</b>	<b>7,021,700</b>	<b>14,707,842</b>	<b>56,663,234</b>	<b>59,043,101</b>	<b>55,684,394</b>



Ordinary Council - Reports



Capital Projects for Arts and Culture  
For the period ending September 2021

COMBINED CAPITAL SEPTEMBER 2021

Description	Location	YTD Actuals	YTD Rev. Bud	Variance In \$	Variance In %	Full Year Budget	Full Year Rev. Bud	Forecast 2021/22	Comments
<b>LibraryPlus</b>									
15262 - Opunake heatpump replacement	Opunake	0	5,534	5,534	100%	22,136	22,136	22,136	Yet to be done
19441 - Replacement of large TV screen	District	120	0	(120)	(100%)	0	0	0	miscode
19448 - LibraryPlus Furniture - District Wide	District	3,909	5,588	1,679	30%	22,353	22,353	22,353	replacement planning underway
62201 - Adults Non Fiction	District	13,381	13,987	606	4%	55,947	55,947	55,947	on track
62202 - Adults Fiction	District	23,722	18,563	(5,159)	(28%)	74,250	74,250	70,151	on track
62203 - Large Print	District	5,939	8,567	2,628	31%	34,268	34,268	34,268	on track
62204 - Childrens	District	7,326	12,850	5,524	43%	51,401	51,401	51,401	on track
62205 - Graphics	District	2,750	1,290	(1,460)	(113%)	5,160	5,160	5,160	on track
62206 - Adult Graphic Novels	District	1,019	0	(1,019)	(100%)	0	0	1,019	on track
62211 - E-books	District	24,812	5,433	(19,380)	(357%)	21,732	21,732	24,812	on track
62212 - Te Ramanui book purchases	District	0	6,450	6,450	100%	25,800	25,800	25,800	will be spent in Q3 or 4
<b>Total Expenditure for LibraryPlus</b>		<b>82,979</b>	<b>78,262</b>	<b>(4,717)</b>	<b>(6%)</b>	<b>313,047</b>	<b>313,047</b>	<b>313,047</b>	
<b>Total Capital Projects for Arts and Culture</b>		<b>82,979</b>	<b>78,262</b>	<b>(4,717)</b>	<b>(6%)</b>	<b>313,047</b>	<b>313,047</b>	<b>313,047</b>	

Capital Projects for Coastal Structures  
For the period ending September 2021

Description	Location	YTD Actuals	YTD Rev. Bud	Variance In \$	Variance In %	Full Year Budget	Full Year Rev. Bud	Forecast 2021/22	Comments
<b>Coastal Structures</b>									
15341 - Patea Moles Renewals	Patea	0	72,335	72,335	100%	245,143	289,341	289,341	Awaiting hydrographic survey in late spring, then tender out work.
15342 - Coastal Structures Assets Renewals	District	0	26,486	26,486	100%	97,520	105,942	105,942	To go towards Patea moles.
15427 - Waihi Beach Access Improvements	Hawera	1,999	24,982	22,984	92%	92,411	99,929	99,929	On track. Design underway by projects team
22069 - Middleton Bay - seawall renewals	Opunake	0	1,325	1,325	100%	5,300	5,300	5,300	As required
22070 - Opunake Beach - retaining wall renewal	Opunake	1,999	53,000	51,001	96%	212,000	212,000	212,000	On track. Design underway by projects team.
22073 - Carlyle-Mana Bay - rockwall renewals	Opunake	0	1,325	1,325	100%	5,300	5,300	5,300	As required
<b>Total Expenditure for Coastal Structures</b>		<b>3,997</b>	<b>179,453</b>	<b>175,456</b>	<b>98%</b>	<b>657,675</b>	<b>717,812</b>	<b>717,812</b>	
<b>Total Capital Projects for Coastal Structures</b>		<b>3,997</b>	<b>179,453</b>	<b>175,456</b>	<b>98%</b>	<b>657,675</b>	<b>717,812</b>	<b>717,812</b>	

Capital Projects for Community Facilities  
For the period ending September 2021

Description	Location	YTD Actuals	YTD Rev. Bud	Variance In \$	Variance In %	Full Year Budget	Full Year Rev. Bud	Forecast 2021/22	Comments
<b>Cemeteries</b>									

Ordinary Council - Reports

Description	Location	YTD Actuals	YTD Rev. Bud	Variance In \$	Variance In %	Full Year Budget	Full Year Rev. Bud	Forecast 2021/22	Comments
13223 - Hawera cemetery - design extension, roadworks & drainage	Hawera	632	22,500	21,868	97%	75,000	90,000	75,000	Resource Consent process underway to re-designate land for cemetery use. Do not expect to require all funding
19382 - Hawera Cemetery - Replace concrete driveway on East Side	Hawera	0	5,304	5,304	100%	21,217	21,217	21,217	Quotes being sought from contractors
19390 - Waihi Cemetery - Investigation to enable future expansion	Hawera	3,653	2,213	(1,440)	(65%)	5,170	8,850	8,850	Excavation work completed. Awaiting Archaeological report
22090 - Cemetery mats renewals	District	0	645	645	100%	2,580	2,580	2,580	On order
22091 - New concrete berms	District	177	2,064	1,887	91%	8,256	8,256	8,256	As required across district cemeteries
22092 - Opunake Cemetery extension	Opunake	0	6,450	6,450	100%	25,800	25,800	25,800	Design and planning underway
22094 - Kaponga Cemetery entrance renewal	Kaponga	0	0	0	0%	15,480	15,480	15,480	Quotes being sought from contractors
<b>Total Expenditure for Cemeteries</b>		<b>4,462</b>	<b>39,176</b>	<b>34,714</b>	<b>89%</b>	<b>153,503</b>	<b>172,183</b>	<b>157,183</b>	
<b>Halls</b>									
13248 - Replace vinyl & carpet - Eltham Town Hall	Eltham	0	12,730	12,730	100%	50,920	50,920	0	Defer to 2022/2023 to be done on completion of earthquake strengthening and external cladding projects. Investigations underway. Community engagement required
15190 - Manaia Hall - Refurbishment	Manaia	0	72,000	72,000	100%	288,000	288,000	288,000	required
15195 - Hawera Community centre Roof	Hawera	64,008	17,922	(46,087)	(257%)	74,725	71,687	71,687	Project complete. Awaiting final invoice
15215 - ElthamTown Hall Replace Cladding and Scaffolding	Eltham	0	55,694	55,694	100%	222,776	222,776	0	Defer to 2022/2023 to be done in conjunction with PJ 22098 Earthquake strengthening
19416 - Normanby Hall - Vinyl Replacement	Normanby	0	0	0	0%	13,416	13,416	13,416	Yet to start
21016 - Normanby Hall - Replace shower vinyl, new extractor fans	Normanby	0	476	476	100%	0	1,902	1,902	Bulk of work completed. Some carried over from previous year for any final payments
22095 - Upgrade Kaponga Hall lights to LED	Kaponga	0	0	0	0%	4,128	4,128	4,128	Quotes being sought
22097 - Community Centre - drapes in Lounges	Hawera	0	0	0	0%	15,480	15,480	15,480	Quotes being sought
22098 - Eltham Town Hall Building Compliance	Eltham	0	0	0	0%	30,960	30,960	30,960	Offer of service for design work being sought from Engineer
22099 - Community Centre - replace tables	Hawera	0	0	0	0%	4,128	4,128	4,128	Order being placed
22100 - Normanby Hall security lighting	Normanby	0	0	0	0%	2,580	2,580	2,580	Quotes being sought
22137 - District Halls - installation of grease traps	District	0	11,751	11,751	100%	0	47,000	47,000	Contractor advised to proceed with work
<b>Total Expenditure for Halls</b>		<b>64,008</b>	<b>170,572</b>	<b>106,564</b>	<b>62%</b>	<b>707,113</b>	<b>752,977</b>	<b>479,281</b>	
<b>Parks and Reserves</b>									
14230 - Centennial Close LEASED CAPEX	District	0	1,029	1,029	100%	0	4,115	4,115	Quote for carpet accepted
15112 - All Playgrounds - Softfall	District	5,865	17,016	11,151	66%	38,108	68,065	68,065	
15189 - Horticultural Renewals	Opunake	4,443	5,547	1,104	20%	22,188	22,188	22,188	As required
19440 - Parks Furniture - District Wide	District	0	0	0	0%	4,128	4,128	4,128	As required
19470 - Playground Upgrades - District Wide	District	0	30,491	30,491	100%	121,963	121,963	121,963	McGuire Street Playground awaiting delivery and installation. Further discussion planned regarding Bowen Street Playground
19480 - Fence Replacement - District Wide	District	1,800	0	(1,800)	(100%)	8,256	8,256	8,256	As required
19485 - District Park Signage Replacement and Refurbishment	District	0	0	0	0%	3,096	3,096	3,096	As required
19486 - Bridger Park - Mobility Access to lower park area	Eltham	21,800	5,304	(16,496)	(311%)	21,217	21,217	21,217	Project complete. Awaiting final signoff
19488 - Taylor Park - Dog leash free fencing	Eltham	687	1,250	563	45%	10,320	15,320	7,500	Awaiting concrete contractor to complete paving
19493 - Stan Lay Entrance Driveway Re-seal	Hawera	0	5,254	5,254	100%	0	21,017	0	Project completed end of previous financial year. No further costs expected.
20019 - York St, Patea - clean up vacant land to improve river acces	Patea	0	250	250	100%	0	1,000	1,000	Awaiting contractor to remove log from river
21014 - Aotea Park, Waverley - Basketball Hoop	Waverley	2,060	1,610	(450)	(28%)	0	6,440	6,440	Hop has been delivered for installation

Ordinary Council - Reports

Description	Location	YTD Actuals	YTD Rev. Bud	Variance In \$	Variance In %	Full Year Budget	Full Year Rev. Bud	Forecast 2021/22	Comments
22108 - Bridger Park - Bridge Renewal	Eltham	0	0	0	0%	5,160	5,160	5,160	Quotes being sought for refurbishment or replacement
22110 - Dallison Park - Concrete around grandstand	Waverley	0	0	0	0%	7,740	7,740	7,740	Quotes being sought
22113 - Bridger Park - Lighting upgrade	Eltham	0	8,256	8,256	100%	8,256	8,256	8,256	Yet to start
22114 - Bin Replacements 2021-2031 District-wide	District	0	929	929	100%	3,715	3,715	3,715	As required
<b>Total Expenditure for Parks and Reserves</b>		<b>36,655</b>	<b>76,936</b>	<b>40,281</b>	<b>52%</b>	<b>254,148</b>	<b>321,676</b>	<b>292,839</b>	
<b>Rural Swimming Pools</b>									
15038 - Rural Pools Eltham - Replace Shade Cloths on 6 yearly cycle	Eltham	0	1,625	1,625	100%	6,500	6,500	6,500	Yet to begin
15043 - Rural Pools Eltham - Replace external wall cladding on	Eltham	3,997	10,769	6,772	63%	44,716	43,075	43,075	Contractor engaged
15071 - Rural Pools Manaia - Staged major upgrade over 3 years	Manaia	70,960	77,441	6,480	8%	323,899	309,763	309,763	Upgrade of changerooms underway.
22127 - Rural Pools - Plant Renewals LTP21-31	District	0	7,740	7,740	100%	30,960	30,960	30,960	As required
<b>Total Expenditure for Rural Swimming Pools</b>		<b>74,957</b>	<b>97,574</b>	<b>22,617</b>	<b>23%</b>	<b>406,075</b>	<b>390,298</b>	<b>390,298</b>	
<b>TSB Hub</b>									
22012 - TSB Hub LTP 21-31 Capital Renewals	Hawera	0	12,900	12,900	100%	51,600	51,600	51,600	As required
22017 - Complete Sound System Upgrade	Hawera	0	15,480	15,480	100%	30,960	30,960	30,960	Yet to begin
22023 - Recladding of Cricket Pavilion	Hawera	0	0	0	0%	30,960	30,960	30,960	Considering options with contractors
<b>Total Expenditure for TSB Hub</b>		<b>0</b>	<b>28,380</b>	<b>28,380</b>	<b>100%</b>	<b>113,520</b>	<b>113,520</b>	<b>113,520</b>	
<b>Public Toilets</b>									
14205 - Hawera Toilets - High St/Albion Street Upgrade	Hawera	0	54,713	54,713	100%	0	218,852	218,852	To be combined with PJ for Te Ramanui
19581 - Opunake Recreation Ground - Replace Toilets	Hawera	0	53,042	53,042	100%	202,167	212,167	212,167	Project underway. Building consent being processed.
19768 - Ablution Pod - Nowells Lakes	District	0	5,325	5,325	100%	21,301	21,301	21,301	Site selected, consent underway
22124 - Aotea Park - renew water line to toilets	Wai inu	0	0	0	0%	2,580	2,580	2,580	Yet to begin
<b>Total Expenditure for Public Toilets</b>		<b>0</b>	<b>113,080</b>	<b>113,080</b>	<b>100%</b>	<b>226,048</b>	<b>454,900</b>	<b>454,900</b>	
<b>Cinema 2</b>									
19428 - Cinema 2 Roof Replacement	Hawera	0	84,065	84,065	100%	336,259	336,259	336,259	Partial roof replacement and HVAC replacement
<b>Total Expenditure for Cinema 2</b>		<b>0</b>	<b>84,065</b>	<b>84,065</b>	<b>100%</b>	<b>336,259</b>	<b>336,259</b>	<b>336,259</b>	
<b>Pensioner Housing</b>									
13401 - Pensioner housing renewals	Patea	0	70,000	70,000	100%	280,000	280,000	280,000	Pensioner housing refits
<b>Total Expenditure for Pensioner Housing</b>		<b>0</b>	<b>70,000</b>	<b>70,000</b>	<b>100%</b>	<b>280,000</b>	<b>280,000</b>	<b>280,000</b>	
<b>Campgrounds</b>									
19272 - Hawera Holiday Park - furniture and chattels renewals	Hawera	0	0	0	0%	3,302	3,302	3,302	As required
19477 - Opunake Beach Holiday Park - Garage & Storage Facilities	Opunake	0	17,993	17,993	100%	71,973	71,973	71,973	
19481 - Opunake Beach Holiday Park - Drainage	Opunake	0	4,187	4,187	100%	0	16,749	16,749	Awaiting engineering solution
19494 - Waiinu Beach - New Drainage	Wai inu Beach	0	5,085	5,085	100%	41,331	41,331	41,331	To be done in conjunction with new road
19750 - Hawera Holiday Park - Replace carpet and vinyl	Hawera	0	0	0	0%	36,120	36,120	36,120	Yet to begin

Ordinary Council - Reports

Description	Location	YTD Actuals	YTD Rev. Bud	Variance In \$	Variance In %	Full Year Budget	Full Year Rev. Bud	Forecast 2021/22	Comments
22077 - Opunake Beach Holiday Park Plant Replacement LTP21-31	Opunake	0	2,064	2,064	100%	8,256	8,256	8,256	
22118 - Hwa Holiday Pk - replace washing machines/dryer	Hawera	0	4,644	4,644	100%	4,644	4,644	4,644	On order
22120 - Waverley Beach amenities upgrade	Waverley	0	0	0	0%	51,600	51,600	51,600	Project brief underway
22121 - Waverley Beach amenities effluent field	Waverley	0	0	0	0%	10,320	10,320	10,320	Need for project being reassessed
22122 - Patea Dam boundary fence	Patea	0	0	0	0%	6,192	6,192	6,192	Yet to begin
22123 - Hawera Holiday Park - external water taps for sites	Hawera	0	0	0	0%	5,160	5,160	5,160	Confirming placement of taps then contractor engaged
<b>Total Expenditure for Campgrounds</b>		<b>0</b>	<b>33,974</b>	<b>33,974</b>	<b>100%</b>	<b>238,898</b>	<b>255,647</b>	<b>255,647</b>	
<b>Aquatic Centre</b>									
13461 - PowerCo AC Plant renewals	Hawera	21,420	7,500	(13,920)	(186%)	0	30,000	30,000	Works underway
22125 - Aquatic Centre - Plant Renewals LTP21-31	Hawera	0	15,480	15,480	100%	61,920	61,920	61,920	As required
22126 - Aquatic Centre - Separate staff amenities	Hawera	0	0	0	0%	25,800	25,800	25,800	Awaiting quote from contractors
<b>Total Expenditure for Aquatic Centre</b>		<b>21,420</b>	<b>22,980</b>	<b>1,560</b>	<b>7%</b>	<b>87,720</b>	<b>117,720</b>	<b>117,720</b>	
<b>Public Spaces</b>									
22106 - Te Ngutu o Te Manu footbridge	Manaia	0	0	0	0%	10,320	10,320	10,320	Yet to begin
22115 - Lake Rotokare - water supply upgrade	Eltham	0	0	0	0%	7,224	7,224	7,224	Awaiting quote from contractor
22116 - Lake Rotokare - Boat Ramp retaining repairs	Eltham	0	5,160	5,160	100%	5,160	5,160	5,160	Discussion wit Projects Engineer
22117 - Opunake BMX Track re-development	Opunake	0	0	0	0%	3,612	3,612	0	Work unlikely to occur at BMX track
22131 - Opunake Beach M/Plan - Dune mgmt plan; foreshore furniture	Opunake	0	14,190	14,190	100%	56,760	56,760	56,760	Reassessing priorities in masterplan
<b>Total Expenditure for Public Spaces</b>		<b>0</b>	<b>19,350</b>	<b>19,350</b>	<b>100%</b>	<b>83,076</b>	<b>83,076</b>	<b>79,464</b>	
<b>Leased Property</b>									
22019 - Leased Property - Fence Replacement	District	0	9,675	9,675	100%	38,700	38,700	38,700	
<b>Total Expenditure for Leased Property</b>		<b>0</b>	<b>9,675</b>	<b>9,675</b>	<b>100%</b>	<b>38,700</b>	<b>38,700</b>	<b>38,700</b>	
<b>Corporate Property</b>									
14231 - Centennial Close Rentals - Renewals	District	0	20,000	20,000	100%	80,000	80,000	80,000	Roof units E and F and 4 garages scheduled quarter 2
15156 - Opunake Beach Master Plan - Improved access for 'Goat Track'	Opunake	0	18,882	18,882	100%	0	75,527	75,527	
16200 - Council Owned Property - EPB Remedial Work	Hawera	0	167,700	167,700	100%	670,800	670,800	670,800	
16207 - EPB - ISAs - other buildings	District	0	5,000	5,000	100%	0	20,000	20,000	
17010 - Testing & Removal of Asbestos	District	300	9,084	8,784	97%	34,023	36,335	36,335	
19558 - Sundry Property District Wide Fencing Replacement	District	12,374	7,540	(4,834)	(64%)	5,160	30,160	30,160	Deferred work being completed, awaiting invoices
19563 - Earthquake Prone Buildings - DSA	District	18,378	29,156	10,778	37%	124,897	116,623	116,623	
22021 - Eltham Sundry Property - Roof Replacement	District	0	0	0	0%	30,960	30,960	30,960	Kaponga Municipal Building
22022 - Eltham Sundry Property - Structure	District	0	7,740	7,740	100%	30,960	30,960	30,960	Kaponga Municipal Building
<b>Total Expenditure for Corporate Property</b>		<b>31,052</b>	<b>265,101</b>	<b>234,050</b>	<b>88%</b>	<b>976,800</b>	<b>1,091,364</b>	<b>1,091,365</b>	
<b>Total Capital Projects for Community Facilities</b>		<b>232,554</b>	<b>1,030,863</b>	<b>798,309</b>	<b>77%</b>	<b>3,901,860</b>	<b>4,408,321</b>	<b>4,087,176</b>	

Capital Projects for Corporate Activities

Ordinary Council - Reports

Description	Location	YTD Actuals	YTD Rev. Bud	Variance In \$	Variance In %	Full Year Budget	Full Year Rev. Bud	Forecast 2021/22	Comments
<b>For the period ending September 2021</b>									
Description	Location	YTD Actuals	YTD Rev. Bud	Variance In \$	Variance In %	Full Year Budget	Full Year Rev. Bud	Forecast 2021/22	Comments
<b>Support Services</b>									
11205 - Records Management & Compliance	District	0	3,081	3,081	100%	12,324	12,324	12,324	Compliance costs
13556 - IT Hardware	District	46,243	18,472	(27,771)	(150%)	111,312	73,889	73,889	Should be finished by end of 2021 calendar year.
13557 - IT Software	District	0	2,321	2,321	100%	9,400	9,283	9,283	Trackit -expected to happen end of calendar year
14028 - STDC Disaster Recovery site - out of district	Hawera	53,000	13,328	(39,672)	(298%)	53,000	53,311	53,000	DR and backup in the cloud, replacing backup tape system Project finished
15034 - Fleet Vehicles	District	0	114,795	114,795	100%	349,180	459,180	459,180	Underway
15178 - Hawera HQ - Replace Carpet	Hawera	0	1,864	1,864	100%	7,454	7,454	7,454	Carpet in rear prefab
19376 - Aerial Photos LTP 2018/28	District	0	8,986	8,986	100%	35,945	35,945	50,000	Contract still being negotiated, flying to start next calendar year, Extended areas of development asked for by planning and engineering. Approved over spend not adjusted in budgets
19560 - Headquarters Airconditioning Replacement	Hawera	0	2,179	2,179	100%	8,714	8,714	8,714	Two units worth
19562 - Headquarters Lift Replacement	Hawera	0	16,689	16,689	100%	66,755	66,755	66,755	Parts Ordered
19604 - CBD Cameras - Upgrade Cameras Phase TWO	Hawera	2,500	0	(2,500)	(100%)	0	0	9,000	Still awaiting completion due to bad weather last bill to arrive after completion
19609 - Sharepoint - Moving Sharepoint to Cloud	District	149,963	41,185	(108,778)	(264%)	0	164,739	300,000	The additional approved 140k finished by end of calendar year approved by SLT - comes from DTS budget please journal to 22081
19613 - Video Conferencing	District	5,451	0	(5,451)	(100%)	0	0	5,451	Remnant from last year's project bill came in too late to expend on last year's budget
19615 - Nintex Enterprise and Forms	District	0	0	0	0%	35,000	0	0	
19621 - HR Process System	District	0	0	0	0%	25,500	0	0	
19764 - Fleet Vehicles-New	District	0	10,784	10,784	100%	43,134	43,134	43,134	Water treatment
22008 - Hawera HQ Renewals - Internal Fittings	Hawera	0	514	514	100%	2,054	2,054	2,054	
22009 - Hawera HQ Renewals - Plant Replacement	Hawera	0	385	385	100%	1,541	1,541	1,541	
22080 - Digital Property File Quality Control	District	0	15,662	15,662	100%	62,647	62,647	62,647	Salary for property files, house numbering, pool inspections, etc. etc. This needs to be journaled from 608 salaries
22081 - Digital Transformation	District	0	77,025	77,025	100%	308,100	308,100	308,100	ERP replacement consultancy and project management; IT proposal -end of year spend.
22082 - Enterprise Video Conferencing	District	0	17,972	17,972	100%	71,890	71,890	71,890	Plan being made to upgrade teams wheels to become multifunctional ( zoom, webex, etc.) and ATV project to start end of calendar year
22083 - E-signatures	District	0	12,838	12,838	100%	51,350	51,350	51,350	Project to start after go live orion in the cloud together with nintex and e-siganatures
22084 - Improve Security - Cyber	District	0	14,121	14,121	100%	56,485	56,485	56,485	Additional licences and consulting to improve cyber security, Timing of expenditure is around Feb 2022 and later this financial year
22086 - Making Archives Storage Compliant	District	0	5,135	5,135	100%	20,540	20,540	20,540	Air treatment and ensuring proper humidity control
22087 - Microfiche Digitisation	District	0	7,703	7,703	100%	30,810	30,810	30,810	Microfiches are getting end of life and need preserving - student employed for this.
<b>Total Expenditure for Support Services</b>		<b>257,157</b>	<b>385,036</b>	<b>127,879</b>	<b>33%</b>	<b>1,363,135</b>	<b>1,540,144</b>	<b>1,703,601</b>	
<b>Total Capital Projects for Corporate Activities</b>		<b>257,157</b>	<b>385,036</b>	<b>127,879</b>	<b>33%</b>	<b>1,363,135</b>	<b>1,540,144</b>	<b>1,703,601</b>	

Capital Projects for District Economy  
For the period ending September 2021

Ordinary Council - Reports

Description	Location	YTD Actuals	YTD Rev. Bud	Variance In \$	Variance In %	Full Year Budget	Full Year Rev. Bud	Forecast 2021/22	Comments
Description	Location	YTD Actuals	YTD Rev. Bud	Variance In \$	Variance In %	Full Year Budget	Full Year Rev. Bud	Forecast 2021/22	Comments
<b>Economic Development</b>									
15028 - District Town Entrance Signage	District	0	8,105	8,105	100%	0	32,418	32,418	Eltham entrance signage underway
15904 - Hawera Town Centre Victoria Street Carpark	Hawera	3,450	0	(3,450)	(100%)	0	0	10,000	Forecast legal fees for final agreements/ easements and licences
15910 - Hawera Library, Arts, Culture & Heritage Centre	Hawera	230,269	671,303	441,034	66%	2,792,462	2,685,211	2,685,211	Demolition underway. Building expected to start Q3
15911 - Hawera Town Centre Development	Hawera	0	347,270	347,270	100%	1,392,067	1,389,080	1,379,080	Landscaping and carparking for Te Ramanui
15914 - Hawera Town Centre Projects Professional Fees	Hawera	0	698,494	698,494	100%	513,500	2,793,975	2,793,975	Some fees associated with Te Ramanui
22028 - Wav Town M/Plan - Public Art	Waverley	0	51,350	51,350	100%	205,400	205,400	205,400	Sculpture of Kiwi being bronzed
22029 - Wav Town M/Plan - Wayfinding/Storytelling Signage	Waverley	0	5,135	5,135	100%	20,540	20,540	20,540	Community consultation to be undertaken
22038 - Eltham Town M/Plan - Mainstreet Public Safety and Amenity	Eltham	0	9,628	9,628	100%	38,513	38,513	38,513	Community consultation to be undertaken
22042 - Eltham Town M/Plan - Bridger / Stark Park Enhancements	Eltham	0	12,838	12,838	100%	51,350	51,350	51,350	Community consultation to be undertaken
22044 - Manaia Town M/Plan - Mainstreet Public Safety and Amenity	Manaia	0	5,135	5,135	100%	20,540	20,540	20,540	Community consultation to be undertaken
22046 - Manaia Town M/Plan - Wayfinding/Storytelling Signage	Manaia	0	5,135	5,135	100%	20,540	20,540	20,540	Community consultation to be undertaken
<b>Total Expenditure for Economic Development</b>		<b>233,719</b>	<b>1,814,392</b>	<b>1,580,673</b>	<b>87%</b>	<b>5,054,912</b>	<b>7,257,567</b>	<b>7,257,567</b>	
<b>Total Capital Projects for District Economy</b>		<b>233,719</b>	<b>1,814,392</b>	<b>1,580,673</b>	<b>87%</b>	<b>5,054,912</b>	<b>7,257,567</b>	<b>7,257,567</b>	

**Capital Projects for Environmental Management**  
For the period ending September 2021

Description	Location	YTD Actuals	YTD Rev. Bud	Variance In \$	Variance In %	Full Year Budget	Full Year Rev. Bud	Forecast 2021/22	Comments
<b>Environment &amp; Sustainability</b>									
22003 - Reforestation of Council Land	District	18,043	16,430	(1,613)	(10%)	65,720	65,720	65,720	As budgeted
22004 - Biodiversity Restoration - Council Parks & Reserves	District	0	7,950	7,950	100%	31,800	31,800	31,800	As budgeted
<b>Total Expenditure for Environment &amp; Sustainability</b>		<b>18,043</b>	<b>24,380</b>	<b>6,337</b>	<b>26%</b>	<b>97,520</b>	<b>97,520</b>	<b>97,520</b>	
<b>Total Capital Projects for Environmental Management</b>		<b>18,043</b>	<b>24,380</b>	<b>6,337</b>	<b>26%</b>	<b>97,520</b>	<b>97,520</b>	<b>97,520</b>	

**Capital Projects for Regulatory Services**  
For the period ending September 2021

Description	Location	YTD Actuals	YTD Rev. Bud	Variance In \$	Variance In %	Full Year Budget	Full Year Rev. Bud	Forecast 2021/22	Comments
<b>Licensing</b>									
18001 - Signage - Licensing (Skate Parks & Liquor)	District	0	36,972	36,972	100%	36,972	36,972	36,972	Will be used as required
22025 - Licensing - Height Adjustable Monitor Stands	Hawera	0	2,054	2,054	100%	2,054	2,054	2,054	Will be used soon
<b>Total Expenditure for Licensing</b>		<b>0</b>	<b>39,026</b>	<b>39,026</b>	<b>100%</b>	<b>39,026</b>	<b>39,026</b>	<b>39,026</b>	

**Animal Services**

18000 - Signage - Animal Control	District	0	852	852	100%	3,408	3,408	3,408	Will be used as required
21001 - Hawera Pound upgrade re Animal Welfare Act changes	Hawera	0	24,687	24,687	100%	102,000	98,748	98,748	Work to begin soon

Ordinary Council - Reports

Description	Location	YTD Actuals	YTD Rev. Bud	Variance In \$	Variance In %	Full Year Budget	Full Year Rev. Bud	Forecast 2021/22	Comments
22026 - Animal Services - Height Adjustable Monitor Stands	Hawera	0	2,054	2,054	100%	2,054	2,054	2,054	Will be used soon
<b>Total Expenditure for Animal Services</b>		<b>0</b>	<b>27,593</b>	<b>27,593</b>	<b>100%</b>	<b>107,462</b>	<b>104,210</b>	<b>104,210</b>	
<b>Building Control</b>									
22056 - Replace Devices & Monitors for Building Unit	Hawera	0	23,724	23,724	100%	23,724	23,724	23,724	
<b>Total Expenditure for Building Control</b>		<b>0</b>	<b>23,724</b>	<b>23,724</b>	<b>100%</b>	<b>23,724</b>	<b>23,724</b>	<b>23,724</b>	
<b>Total Capital Projects for Regulatory Services</b>		<b>0</b>	<b>90,343</b>	<b>90,343</b>	<b>100%</b>	<b>170,212</b>	<b>166,960</b>	<b>166,960</b>	

**Capital Projects For Roading  
For the period ending September 2021**

Description	Project Type	YTD Actuals	YTD Rev. Bud	Variance In \$	Variance In %	Full Year Budget	Full Year Rev. Bud	Forecast 2021/22	Comments
5212 - 5212 Sealed Road Resurfacing	Yes - Subsidised	12,383	593,975	581,592	98%	2,375,900	2,375,900	2,346,000	Expenditure limited by NZTA funding shortfall. Further delay expected due to Covid and work would likely only commence in Jan 2022.
5213 - 5213 Drainage Renewals	Yes - Subsidised	125,379	219,804	94,425	43%	1,016,082	879,214	656,982	Expenditure limited by NZTA funding shortfall.
5214 - 5214 Pavement Rehabilitation	Yes - Subsidised	1,219,831	899,179	(320,651)	(36%)	3,212,242	3,596,717	2,397,000	Expenditure limited by NZTA funding shortfall.
5215 - 5215 Structures Component Replacement	Yes - Subsidised	42,695	169,953	127,258	75%	718,903	679,814	100,000	No NZTA subsidy for bridges. Plan to spend more under minor improvements.
5222 - 5222 Traffic Services Renewal	Yes - Subsidised	24,087	72,310	48,223	67%	289,240	289,240	285,600	
5225 - Subsidised Footpath Renewal	Yes - Subsidised	126,793	174,577	47,784	27%	698,308	698,308	689,520	
5323 - 5323 New Roads and structures	Yes - Subsidised	0	0	0	100%	943,406	0	0	All cost related to Numumaru Station Road project coded to 6170.
5341 - 5341 Minor Improvements	Yes - Subsidised	522,331	643,675	121,344	19%	2,352,352	2,574,700	1,515,000	Expenditure limited by NZTA funding shortfall.
6013 - 6013 South Taranaki Business Park Roading	No - Non-Subsidised	11,250	271,144	259,894	96%	1,084,578	1,084,578	1,084,578	Design underway.
6030 - 6030 Footpaths	No - Non-Subsidised	0	18,750	18,750	100%	75,000	75,000	75,000	Footpath work planning underway.
6033 - 6033 Walking & Cycling Facilities -	No - Non-Subsidised	0	98,661	98,661	100%	394,645	394,645	394,645	Possibly transfer to Pathway project/s.
6111 - 6111 Street Lighting Renewals	No - Non-Subsidised	0	3,099	3,099	100%	12,396	12,396	12,396	
6170 - 6170 Nukumarū Station Rd construction	No - Non-Subsidised	2,148,414	1,476,252	(672,162)	(46%)	6,950,000	5,905,009	5,905,009	Construction underway
<b>Total Capital Expenditure For Roading</b>		<b>4,233,163</b>	<b>4,641,380</b>	<b>408,217</b>	<b>9%</b>	<b>20,123,052</b>	<b>18,565,521</b>	<b>15,461,730</b>	

**Capital Projects for Solid Waste  
For the period ending September 2021**

Description	Location	YTD Actuals	YTD Rev. Bud	Variance In \$	Variance In %	Full Year Budget	Full Year Rev. Bud	Forecast 2021/22	Comments
10153 - Hawera Transfer Station Renewals	Hawera	(5,275)	28,951	34,226	118%	78,440	115,804	115,804	Further renewals to damaged concrete at Hawera TS. Work committed for Manaia, contractor availability issues delayed work.
19240 - Pit Gates at Hawera Transfer Station	Hawera	0	1,500	1,500	100%	0	6,000	6,000	2nd shed not required. May be used to complete pit gates.
19242 - Storage Shed - Hawera Transfer Station	Hawera	0	6,625	6,625	100%	26,500	26,500	26,500	
22002 - Public Place Recycling Bins	District	0	5,300	5,300	100%	21,200	21,200	21,200	Currently doing research on suitable bins and contractor removal of recycling, as well as bin location/s.

Ordinary Council - Reports

Description	Location	YTD Actuals	YTD Rev. Bud	Variance In \$	Variance In %	Full Year Budget	Full Year Rev. Bud	Forecast 2021/22	Comments
22059 - Rotokare Farm Services - Replace Switchboards at Cowshed &	Eltham	0	0	0	0%	8,915	8,915	8,915	Option study in progress
22060 - Rotokare Farm Plant - Backing Gate & Motors	Eltham	0	13,780	13,780	100%	13,780	13,780	13,780	Option study in progress
22061 - Rotokare Farm Plant - Milk Chilling Vat	Eltham	0	0	0	0%	15,900	15,900	15,900	Option study in progress
22066 - Rotokare Farm - Effluent System & Pond Lining	Eltham	0	0	0	0%	106,000	106,000	106,000	Option study in progress
22133 - Roof protection over Hwa transfer station	Hawera	0	3,975	3,975	100%	15,900	15,900	15,900	Project to be deferred to 22/23 to enable appropriate solution to be found.
22136 - Rotokare Farm Plant - 2x water heaters for milking shed	Eltham	0	2,120	2,120	100%	8,480	8,480	8,480	Option study in progress
<b>Total Expenditure for Solid Waste Disposal</b>		<b>(5,275)</b>	<b>62,251</b>	<b>67,526</b>	<b>108%</b>	<b>295,115</b>	<b>338,479</b>	<b>338,479</b>	
<b>Total Capital Projects for Solid Waste</b>		<b>(5,275)</b>	<b>62,251</b>	<b>67,526</b>	<b>108%</b>	<b>295,115</b>	<b>338,479</b>	<b>338,479</b>	

**Capital Projects for Stormwater**  
For the period ending September 2021

Description	Location	YTD Actuals	YTD Rev. Bud	Variance In \$	Variance In %	Full Year Budget	Full Year Rev. Bud	Forecast 2021/22	Comments
<b>Stormwater</b>									
15340 - Stormwater Reticulation CCTV	District	0	29,897	29,897	100%	106,000	119,589	119,589	Assets team to develop project brief. Work must be done in summer.
90004 - Normanby Stormwater	Normanby	0	1,796	1,796	100%	0	7,183	7,183	Scope finalised, waiting for summer/dry weather
90006 - 104 Glover Road Storm Water	Hawera	2,629	97,892	95,263	97%	300,000	391,566	391,566	Tender evaluation in progress
90009 - Tai Road Stormwater - renewal/rehabilitation	Opunake	46,266	43,497	(2,769)	(6%)	134,059	173,988	173,988	Work underway
90010 - Stormwater Renewals LTP21-31 budgetholder	District	0	27,249	27,249	100%	159,000	109,000	109,000	To be used throughout the year.
90011 - Manaia - SW - Tauhuri St renewal	Manaia	0	7,500	7,500	100%	0	30,000	30,000	Design in progress
92001 - District Stormwater Renewals and Improvements	District	0	18,250	18,250	100%	73,778	73,000	73,000	Budget holder
92002 - Tai Road Stormwater - capital	District	0	37,105	37,105	100%	149,000	148,420	148,420	Work underway
92011 - Denby Rd stormwater upgrade	Hawera	0	5,001	5,001	100%	0	20,000	20,000	Survey will be done to ascertain appropriate solution
92012 - Resolve Matangara landfill drainage culvert issues	District	0	59,625	59,625	100%	238,500	238,500	238,500	Site visit to be completed, then proceed with concept design
92015 - South Taranaki Business Park stormwater	Hawera	7,247	298,136	290,889	98%	1,195,824	1,192,542	1,192,542	Design in progress
<b>Total Expenditure for Stormwater</b>		<b>56,141</b>	<b>625,947</b>	<b>569,806</b>	<b>91%</b>	<b>2,356,162</b>	<b>2,503,788</b>	<b>2,503,788</b>	
<b>Total Capital Projects for Stormwater</b>		<b>56,141</b>	<b>625,947</b>	<b>569,806</b>	<b>91%</b>	<b>2,356,162</b>	<b>2,503,788</b>	<b>2,503,788</b>	

**Capital Projects for Wastewater**  
For the period ending September 2021

Description	Location	YTD Actuals	YTD Rev. Bud	Variance In \$	Variance In %	Full Year Budget	Full Year Rev. Bud	Forecast 2021/22	Comments
<b>Wastewater</b>									
13091 - Patea bank planting/stabilization	Waimate West	0	13,250	13,250	100%	53,000	53,000	53,000	Awaiting hydrographic survey in late spring
15361 - Hawera disposal facility for septic tankers	Hawera	0	88,167	88,167	100%	300,000	352,669	352,669	Investigating appropriate solution so a project brief can be developed
15362 - WWTP screen replacement	Kaponga	526	26,500	25,974	98%	106,000	106,000	106,000	Project brief underway
15386 - CCTV Condition Inspection	Hawera	2,212	31,500	29,288	93%	0	126,000	126,000	CCTV underway, delayed due to lockdown and contractor availability.



Ordinary Council - Reports

Description	Location	YTD Actuals	YTD Rev. Bud	Variance In \$	Variance In %	Full Year Budget	Full Year Rev. Bud	Forecast 2021/22	Comments
15420 - Consent Renewals	District	11,835	28,800	16,965	59%	84,800	115,200	115,200	Waverley and Waiinu consents. More costs coming for Waverley consent renewal.
80003 - Wastewater Reticulation Rehabilitation (place holder only)	District	0	25,002	25,002	100%	1,848,295	100,000	100,000	Renewals allocated, remaining funds to be assigned once costs estimated confirmed
80011 - Pump Station Rehabilitation	District	39,555	116,848	77,293	66%	150,000	467,400	467,400	Work underway
80013 - Develop Wastewater pump station P&IDs	District	0	4,500	4,500	100%	0	18,000	18,000	Work underway
80014 - Hawera-WW-Rata St replace & upgrade gravity main	Hawera	1,999	125,000	123,001	98%	0	500,000	500,000	Design underway for Rata St main renewal.
80015 - District - WW - Sewer renewals 2021-22	District	0	95,001	95,001	100%	0	380,000	380,000	Renewals being designed
80016 - District - WW - Sewer Pipe Relining 2021-22	District	0	99,999	99,999	100%	0	400,000	400,000	Once the contractor mobilises onsite work will begin, delayed due to contractor in level 3.
84003 - Wastewater Network Model Development	Hawera	0	5,300	5,300	100%	21,200	21,200	21,200	Preparation work underway
84004 - Wastewater CCTV (tranche funding) inspection & assessment	Hawera	110,000	93,402	(16,598)	(18%)	400,000	373,607	373,607	CCTV underway, delayed due to lockdown and contractor availability.
84005 - York St WWPS overflow flowmeter upgrade	Patea	0	11,663	11,663	100%	0	46,650	46,650	Construction booked for Nov-Dec
85010 - South Taranaki Business Park wastewater	Hawera	3,250	153,700	150,450	98%	614,800	614,800	614,800	Design underway
86001 - Oxidation Pond Desludging and Sludge Survey	District	34,460	26,903	(7,557)	(28%)	107,611	107,611	107,611	Work ongoing
86006 - Patea WWTP - Waveband	Patea	0	13,250	13,250	100%	53,000	53,000	53,000	This is Kaponga waveband not Patea, waiting for dry weather
86010 - Wastewater Treatment Renewals LTP21-31 budgetholder	District	16,689	2,997	(13,692)	(457%)	212,000	72,000	72,000	Budgetholder
86011 - Hawera - WW - WWTP effluent pumps	Hawera	2,231	20,000	17,769	89%	0	20,000	20,000	Pump system review underway.
86012 - Patea - WWTP - Renew fence site	Patea	0	12,501	12,501	100%	0	50,000	50,000	Obtaining quotes
86013 - Kaponga - WWTP - Renew track access	Kaponga	770	8,751	7,981	91%	0	35,000	35,000	Design underway
86014 - Opunake - WWTP - Renew track access	Opunake	0	8,751	8,751	100%	0	35,000	35,000	Waiting for dry weather
87001 - Standby Electrical Generation	District	200	0	(200)	(100%)	0	0	200	Late invoice
87003 - Wastewater Health and Safety Improvements	District	5,275	2,915	(2,360)	(81%)	11,660	11,660	11,660	As required
87004 - Fencing at Patea WWTP	Patea	0	11,925	11,925	100%	47,700	47,700	47,700	Increasing height of fencing for safety
87006 - Wastewater pump station upgrades (Tranche 1 funded)	District	32,524	120,029	87,505	73%	445,000	480,114	480,114	Design underway and pre-tender contractor engagement underway
87007 - Aerator for Eltham WWTP (Tranche 1 funded)	Eltham	107,886	35,000	(72,886)	(208%)	0	140,000	140,000	Project complete.
87008 - Generator Eltham WWTP (Tranche 1 funded)	Eltham	4,689	74,361	69,672	94%	280,000	297,444	297,444	Generator and building are on order.
87009 - Generator Hector Place WWPS (Tranche 1 funded)	Opunake	5,709	70,849	65,140	92%	280,000	283,396	283,396	Generator and building on order.
87010 - Wastewater Plant BPO studies	District	0	39,750	39,750	100%	159,000	159,000	159,000	Preparing contract for Patea WWTP BPO study for consent renewal.
87011 - Remove Hawera WWTP house off site	Hawera	0	3,975	3,975	100%	15,900	15,900	15,900	Planning for demolishing underway
87019 - Kaponga & Manaia WWTP outlet flowmeters (Tranche 1 funded)	Manaia	24,833	12,073	(12,760)	(106%)	60,000	48,293	48,293	Awaiting installation in Nov-Dec.
87021 - Wastewater Pump Station Upgrades Package 2 (Tranche 1)	Eltham	80,435	37,500	(42,935)	(114%)	0	150,000	150,000	Pumps on order.
<b>Total Expenditure for Wastewater</b>		<b>485,076</b>	<b>1,420,161</b>	<b>935,085</b>	<b>66%</b>	<b>5,249,965</b>	<b>5,680,644</b>	<b>5,680,844</b>	
<b>Total Capital Projects for Wastewater</b>		<b>485,076</b>	<b>1,420,161</b>	<b>935,085</b>	<b>66%</b>	<b>5,249,965</b>	<b>5,680,644</b>	<b>5,680,844</b>	

**Capital Projects for Water Supply**  
For the period ending September 2021

Description	Location	YTD Actuals	YTD Rev. Bud	Variance In \$	Variance In %	Full Year Budget	Full Year Rev. Bud	Forecast 2021/22	Comments
<b>Urban Water Supply Schemes</b>									
10034 - Waverley Beach DWSN2005 compliance	Waverley Beach	12,342	8,254	(4,089)	(50%)	0	33,014	33,014	Work underway to connect second bore to WTP
13107 - Additional Water Source	Hawera	0	0	0	0%	137,419	0	0	
13113 - Renewals - Water Supply - Urban 14/15	District	256	0	(256)	(100%)	0	0	256	incorrectly coded

Ordinary Council - Reports

Description	Location	YTD Actuals	YTD Rev. Bud	Variance In \$	Variance In %	Full Year Budget	Full Year Rev. Bud	Forecast 2021/22	Comments
13121 - Eltham WSTM - WTP to Cornwall Rd	Eltham	2,720	0	(2,720)	(100%)	0	0	2,720	Minor close-out activities
13125 - Resource Consent Renewals - Urban	District	9,560	89,563	80,003	89%	174,900	358,251	358,251	On track, Kapuni consent work underway
15323 - Kapuni - WSTM - Duplication Kapuni - Hawera 450 Trunk Main	KAPUNI	73,344	63,022	(10,322)	(16%)	0	252,087	252,087	Project complete. Awaiting last claims.
70009 - Wiriha Road water main renewal	Hawera	5,996	368,337	362,342	98%	0	1,473,350	1,473,350	Work underway
70010 - Urban Water Supply Reticulation Renewals LTP21-31 budgethold	District	0	0	0	0%	2,120,000	0	0	
70012 - Patea redundant water mains decommissioning	Patea	0	29,590	29,590	100%	90,000	118,359	118,359	Design underway
70013 - Eltham - WS - 19-30 London St renew reticulation	Eltham	0	5,001	5,001	100%	0	20,000	20,000	Design underway
70014 - Eltham - WS - 28-34 Railway St renew reticulation	Eltham	0	21,249	21,249	100%	0	85,000	85,000	Design underway
70015 - Kapuni - WS - Ohawe Pipe Renewal	Ohawe Beach	1,999	253,750	251,752	99%	0	1,015,000	1,015,000	Design changes underway
71001 - Water Demand Management - Additional water metering & other	District	87,127	90,637	3,511	4%	220,480	362,549	362,549	Some work completed, remaining work underway. Awaiting field inspections from Veolia for trade waste customers. Awaiting field inspections of swimming pools by regulatory team.
71015 - Demand management	District	0	47,700	47,700	100%	190,800	190,800	190,800	Awaiting field inspections from Veolia for trade waste customers. Awaiting field inspections of swimming pools by regulatory team.
71018 - Patea low pressure issues	District	0	66,250	66,250	100%	265,000	265,000	265,000	Concept design underway
71019 - Kapuni - WS - Ohawe upgrade trunk main	District	0	39,750	39,750	100%	159,000	159,000	159,000	Design drawings being updated prior to procurement.
71021 - Ohangai Rd Water Supply Improvements	District	0	26,500	26,500	100%	106,000	106,000	106,000	Project brief completed, design underway
71026 - Generator Scott St Reservoir Pumps Hawera (Tranche 1)	Hawera	5,609	74,526	68,917	92%	0	298,104	298,104	Generator and building on order.
71027 - Ohawe Pressure Reducing Station (Tranche 1)	Ohawe Beach	2,084	25,000	22,916	92%	0	100,000	100,000	Design drawings being updated prior to procurement.
72002 - South Taranaki Business Park Water Supply Mains	District	21,882	510,992	489,110	96%	2,091,578	2,043,967	2,043,967	On track, design being done
73010 - Urban Water Treatment Renewals LTP21-31 budget holder	District	46,273	66,250	19,977	30%	265,000	265,000	265,000	Budget holder
74003 - Urban Water Treatment - Pipe Spare Store	District	91,697	31,362	(60,335)	(192%)	0	125,447	125,447	Construction complete, waiting last invoices
74004 - Patea WTP	Patea	8,210	24,813	16,603	67%	99,251	99,251	99,251	Detailed design, survey and early contractor engagement are underway
74006 - Patea New Bore (Tranche 1 funded)	Patea	133,316	196,735	63,418	32%	800,000	786,938	786,938	Construction underway
74010 - Urban Water Treatment Capital LTP21-31	District	555	34,715	34,160	98%	138,860	138,860	138,860	Budgetholder
74014 - Patea WTP treatment enhancement WSP action	Patea	0	457,125	457,125	100%	1,828,500	1,828,500	1,828,500	Detailed design, survey and early contractor engagement are underway
74017 - Eltham bore	Eltham	0	26,500	26,500	100%	106,000	106,000	106,000	Project brief underway
74022 - Opunake Coag Optimisation	Opunake	1,499	13,250	11,751	89%	53,000	53,000	53,000	Project brief underway
74023 - Kapuni inlet screen replacement (Vector-Todd 26.5% contribut	Kaponga	0	13,250	13,250	100%	53,000	53,000	53,000	Project brief underway
74025 - Reservoir ladders - Urban	Hawera	0	10,335	10,335	100%	41,340	41,340	41,340	Options being reviewed with Operations team
<b>Total Expenditure for Urban Water Supply Schemes</b>		<b>504,467</b>	<b>2,594,454</b>	<b>2,089,988</b>	<b>81%</b>	<b>8,940,128</b>	<b>10,377,817</b>	<b>10,380,793</b>	
<b>Waimate West Water Supply</b>									
08003 - Waimate West new reservoir 2008	Waimate West	39,869	552,749	512,880	93%	3,824,205	2,211,000	2,211,000	Tender awarded for reservoir tank
74013 - Water treatment plant fencing-Inaha	District	0	33,125	33,125	100%	132,500	132,500	132,500	Tender phase
76002 - Rama & Manaia Rds watermain renewal	Waimate West	0	0	0	0%	350,000	0	0	
76005 - Manaia & Kokiri	Waimate West	120,012	63,293	(56,719)	(90%)	0	253,171	120,012	Project complete
76007 - Taikato Rd (Tranche 1)	Waimate West	171,508	40,684	(130,824)	(322%)	0	162,735	171,508	Project underway
76008 - Rama & South Rd (Tranche 1)	Waimate West	207,035	202,661	(4,375)	(2%)	400,000	810,642	810,642	Project underway
76009 - Rama Rd (Tranche 1)	Waimate West	117,830	96,428	(21,403)	(22%)	700,000	385,711	385,711	Project underway
76010 - Waimate West/Inaha Retic Renewals LTP21-31 budgetholder	Waimate West	0	0	0	0%	1,590,000	0	0	
76011 - Taikatu Rd sections 3 & 4	Waimate West	19,985	0	(19,985)	(100%)	0	0	19,985	Project complete, late invoice

Ordinary Council - Reports

Description	Location	YTD Actuals	YTD Rev. Bud	Variance In \$	Variance In %	Full Year Budget	Full Year Rev. Bud	Forecast 2021/22	Comments
76012 - Auroa Road watermain renewal 21/22	Waimate West	3,997	0	(3,997)	(100%)	0	0	3,997	Project complete, late invoice
76013 - Oeo Road watermain renewal 21/22	Waimate West	3,997	383,751	379,754	99%	0	1,535,000	1,535,000	
76014 - Waimate West - WS - 240m-338m Tauhuri St Manaia renew retic	Manaia	0	13,749	13,749	100%	0	55,000	55,000	Design underway
76015 - Skeet & Auroa Road	Waimate West	209,364	99,046	(110,318)	(111%)	0	396,182	396,182	Project complete, awaiting last invoices
76513 - Pipe bridge structural condition assessments-Waimate West	Waimate West	0	10,600	10,600	100%	42,400	42,400	42,400	Project brief has been developed, detailed scoping and procurement methodology being considered.
77010 - Waimate West Tmt Plant Renewals LTP21-31 budgetholder	Waimate West	1,802	21,199	19,397	91%	106,000	84,800	84,800	Budgetholder
77011 - Waimate West Mangawhero abstraction consent RC0635-3	Waimate West	11,080	53,000	41,920	79%	212,000	212,000	212,000	Work underway
77012 - Waimate West - Intake & Raw Water Pipe Condition Assessments	Waimate West	0	5,301	5,301	100%	0	21,200	21,200	Work underway
77510 - Backwash pond sludge disposal as per WSP	Waimate West	0	132,500	132,500	100%	530,000	530,000	530,000	Project brief underway
77514 - Process resilience improvements project	Waimate West	3,849	26,500	22,651	85%	106,000	106,000	106,000	Project brief underway
77515 - Reservoir ladders - Rural	Waimate West	0	10,335	10,335	100%	41,340	41,340	41,340	Options being reviewed with Operations team
78511 - Inaha Reservoir 1 floor rehabilitation	Inaha	0	13,250	13,250	100%	53,000	53,000	53,000	Project brief completed, will go out to Consultant for design
79010 - Inaha Water Tmt Plant Renewals LTP21-31 budgetholder	Inaha	9,349	0	(9,349)	(100%)	31,800	31,800	31,800	Budgetholder
<b>Total Expenditure for Waimate West Water Supply</b>		<b>919,678</b>	<b>1,758,169</b>	<b>838,492</b>	<b>48%</b>	<b>8,119,245</b>	<b>7,064,481</b>	<b>6,964,077</b>	
<b>Inaha Water Supply</b>									
15320 - Inaha WTP - Resource Consent Renewal	Inaha	0	2,750	2,750	100%	21,207	11,000	11,000	Work underway
<b>Total Expenditure for Inaha Water Supply</b>		<b>0</b>	<b>2,750</b>	<b>2,750</b>	<b>100%</b>	<b>21,207</b>	<b>11,000</b>	<b>11,000</b>	
<b>Total Capital Projects for Water Supply</b>		<b>1,424,144</b>	<b>4,355,374</b>	<b>2,931,229</b>	<b>67%</b>	<b>17,080,580</b>	<b>17,453,298</b>	<b>17,355,870</b>	
<b>Total Capital Projects</b>		<b>7,021,700</b>	<b>14,707,841</b>	<b>7,686,141</b>	<b>52%</b>	<b>56,663,234</b>	<b>59,043,101</b>	<b>55,684,394</b>	

## Non-Financial Performance Measures for Quarter One as at 30 September 2021



**Achieved/On Track**



**At Risk**



**Not Achieved/Not on Target**


**Q#**

**This measure can only be reported on in a certain quarter**





**N/A**




**This measure is not applicable for this year**




## Democracy & Leadership

Level of Service	Performance Measure <i>C=customer measure</i> <i>T=technical measure</i>	Target 2021/22	Actual	Status	For Quarter One as at 30 September 2021
<b>We make well informed decisions that support the current and future needs of the community.</b>	(C) % of residents who agree decisions made by Council represent the best interests of the District.	≥ 70%	Q4	Q4	The Annual Residents' Survey will be undertaken in Q3 with the results published in Q4.
<b>We engage with our community and provide opportunities to participate in decision-making.</b>	(C) % of residents who are satisfied or neutral with their opportunity to participate in Council decision-making processes.	≥ 80%	Q4	Q4	The Annual Residents' Survey will be undertaken in Q3 with the results published in Q4.
<b>We keep residents informed of Council activities through a variety of media.</b>	(C) % of residents who know where to access Council information when they want it (website, newspaper, Libraries, Contact Services).	≥ 85%	Q4	Q4	The Annual Residents' Survey will be undertaken in Q3 with the results published in Q4.
<b>We have strong relationships with local Iwi and work together in a range of ways so that their perspectives inform our decisions.</b>	(T) Iwi representatives are appointed to the Iwi Liaison Committee and the Council's standing committees.	100%	100%		Achieved. The Iwi Liaison Committee has full membership and there are Iwi representatives appointed to the Audit and Risk Committee and Environment and Hearings Committee.


## Water Supply

Level of Service	Performance Measure <i>C=customer measure</i> <i>T=technical measure</i>	Target 2021/22	Actual	Status	For Quarter One as at 30 September 2021
<b>The water supply is accessible and reliable.</b>	(C) Number of complaints received about continuity of supply (per 1,000 connections). <i>DIA Performance Measure 4d</i>	≤ 10	2.43		Achieved. There were 2.43 complaints per 1,000 connections were received in Q1.
	(T) Median response time for service personnel to attend urgent call-out measured from the time we receive notification to the time service personnel reach the site. <i>DIA Performance Measure 3a</i>	≤ 2 hrs	36min		Achieved. The median response time for service personnel to attend urgent call-outs was 36 minutes in Q1.
	(T) Median response time for service personnel to resolve urgent call-out measured from the time we receive notification to the time service personnel confirm resolution of the fault or interruption. <i>DIA Performance Measure 3b</i>	≤ 9 hrs	4h/33m		Achieved. The median time for service personnel to resolve urgent call-outs was 4 hours and 33 minutes in Q1.
	(T) Median response time for service personnel to attend non-urgent call-out measured from the time we receive notification to the time service personnel reach the site. <i>DIA Performance Measure 3c</i>	≤ 5 days	1d/1h/16m		Achieved. The median response time for service personnel to attend non-urgent call-outs was 1 day, 1 hours and 16 minutes for Q1.




Level of Service	Performance Measure <i>C=customer measure</i> <i>T=technical measure</i>	Target 2021/22	Actual	Status	For Quarter One as at 30 September 2021
	(T) Median response time for service personnel to resolve non-urgent call-out measured from the time we receive notification to the time service personnel confirm resolution of the fault or interruption. <i>DIA Performance Measure 3d</i>	≤ 5 days	1d/4h/40m		Achieved. The median response time for service personnel to attend non-urgent call-outs was 1 day, 4 hours and 40 minutes for Q1.
<b>Water supplied is clean and healthy.</b>	(T) Extent of compliance with current NZ Drinking Water Standards (for bacteria). <i>DIA Performance Measure 1a</i>	10/10	6/10		At risk. Seven separate very minor events occurred across Inaha (4), Kāpuni (1), Ōpunakē (1) and Waimate West (1) plants. These are unlikely to have affected water quality although they are subject to Drinking Water Regulator (DWR) acceptance in late October. Grab sample results from reporting, via Drinking Water online national reporting and their acceptance by DWR is not available until late October - indications to date are of compliance.
	(T) Extent of compliance with NZ Drinking Water Standards (for protozoa). <i>DIA Performance Measure 1b</i>	10/10	9/10		At risk. One very minor event occurred at the Inaha plant. This is unlikely to have affected water quality although is subject to Drinking Water Regulator acceptance in late October.
<b>The water supply is managed sustainably (maintenance of the reticulation network).</b>	(T) % The percentage of real water loss from the networked reticulation system, using the Infrastructure Leakage Index (ILI) methodology. <i>DIA Performance Measure 2</i>	≤ 13%	<b>Q4</b>	<b>Q4</b>	This will be reported following the completion of Q4.




Level of Service	Performance Measure <i>C=customer measure</i> <i>T=technical measure</i>	Target 2021/22	Actual	Status	For Quarter One as at 30 September 2021
	(T) Average consumption of drinking water per day per resident. <i>DIA Performance Measure 5</i>	≤ 390 L/c/d	Q4	Q4	This will be reported following the completion of Q4.
<b>Consumers are satisfied with the Water Supply service.</b>	(C) Total number of complaints received about drinking water clarity (per 1,000 connections). <i>DIA Performance Measure 4a</i>	≤ 3	1.12		Achieved. There were 1.12 complaints about drinking water clarity per 1,000 connections were received in Q1.
	(C) Number of complaints received about drinking water taste (per 1,000 connections). <i>DIA Performance Measure 4a</i>	≤ 3	1.03		Achieved. There were 1.03 complaints about drinking water taste per 1,000 connections were received in Q1.
	(C) Number of complaints received about drinking water odour (per 1,000 connections). <i>DIA Performance Measure 4b</i>	≤ 3	0.93		Achieved. There were 0.93 complaints about drinking water odour per 1,000 connections were received in Q1.
	(C) Number of complaints received about drinking water pressure or flow (per 1,000 connections). <i>DIA Performance Measure 4c</i>	≤ 5	2.34		Achieved. There were 2.34 complaints about drinking water pressure per 1,000 connections were received in Q1.
	(C) Number of complaints received about response to the above (per 1,000 connections). <i>DIA Performance Measure 4e</i>	≤ 2	0		Achieved. No reported complaints were received about the response to the above in Q1.








Level of Service	Performance Measure <i>C=customer measure</i> <i>T=technical measure</i>	Target 2021/22	Actual	Status	For Quarter One as at 30 September 2021
	(C) Total number of complaints (per 1000 connections). <i>DIA Performance Measures 4a-4e</i>	≤ 24	7.85		Achieved. A total of 7.85 complaints per 1,000 connections were received in Q1.
	(C) % of consumers are satisfied with the Water Supply overall.	≥ 80%	<b>Q4</b>	<b>Q4</b>	The Annual Residents' Survey will be undertaken in Q3 with the results published in Q4.







## Stormwater


Level of Service	Performance Measure C=customer measure T=technical measure	Target 2021/22	Actual	Status	For Quarter One as at 30 September 2021
<b>Council provides a reliable stormwater system that prevents houses from flooding.</b>	(C) Number of reported flooding incidents of habitable properties. <i>DIA Performance Measure 1a</i>	< 10	0		Achieved. No flooding incidents of habitable properties were received for Q1.
	(T) For each flooding event, the number of habitable floors affected per 1,000 properties rated for stormwater. <i>DIA Performance Measure 1b</i>	≤ 1.00	0		Achieved. No habitable floors were affected per 1,000 properties rated for stormwater in Q1.
<b>The stormwater system is managed sustainably.</b>	(T) Compliance with our resource consents for discharge from the stormwater system, measured by the number of abatement notices received. <i>DIA Performance Measure 2a</i>	<2	0		Achieved. No abatement notices were received in Q1.
	(T) Number of infringement notices received by STDC for stormwater discharges. <i>DIA Performance Measure 2b</i>	0	0		Achieved. No infringement notices were received for Q1.
	(T) Number of enforcement orders received by STDC for stormwater discharges. <i>DIA Performance Measure 2c</i>	0	0		Achieved. No enforcement orders were received for Q1.

Level of Service	Performance Measure C=customer measure T=technical measure	Target 2021/22	Actual	Status	For Quarter One as at 30 September 2021
	(T) Number of successful prosecutions made against STDC for stormwater discharges. <i>DIA Performance Measure 2d</i>	0	0		Achieved. No prosecutions were made against South Taranaki District Council in Q1.
<b>Council will respond promptly to reports of flooding and customer requests.</b>	(C) Number of complaints received about stormwater system and response to issues (per 1,000 connections). <i>DIA Performance Measure 4</i>	≤ 1	0		Achieved. No complaints were received about the stormwater system or response to issues in Q1.
	(T) Median response time for service personnel to attend flooding event measured by the time we receive notification to the time service personnel reach the site. <i>DIA Performance Measure 3</i>	≤ 2 hrs	0		Achieved. No flooding events were recorded for Q1 .
<b>Residents are satisfied with the Stormwater system.</b>	(C) % of residents satisfied with the stormwater system.	≥ 80%	Q4	Q4	The Annual Residents' Survey will be undertaken in Q3 with the results published in Q4.




**Wastewater**

Level of Service	Performance Measure <i>C=customer measure</i> <i>T=technical measure</i>	Target 2021/22	Actual	Status	For Quarter One as at 30 September 2021
<b>Sewage is managed without risk to public health.</b>	(T) Median response time for service personnel to attend overflow, measured from the time we received notification to the time service personnel reach the site. <i>DIA Performance Measure 3a</i>	≤ 2 hrs	1h/13 min		Achieved. The median response time for Q1 was 1 hour and 13 minutes.
	(T) Median response time for service personnel to resolve overflow, measured from the time we received notification to the time service personnel confirm resolution of the blockage or fault. <i>DIA Performance Measure 3b</i>	≤ 5 hrs	1h/45m		Achieved. The median response time for Q1 was 1 hour and 45 minutes.
	(C) Total number of complaints received about sewage odour (per 1,000 connections). <i>DIA Performance Measure 4a</i>	≤ 1	0		Achieved. No complaints per 1,000 connections were received about odours from wastewater pump stations and/or treatment facilities in Q1.
	(C) Total number of complaints received about sewerage system faults (per 1,000 connections). <i>DIA Performance Measure 4b</i>	≤ 39	3.17		Achieved. There were 3.17 complaints per 1,000 connections were received about sewerage system faults in Q1.
	(C) Total number of complaints received about sewerage system blockages (per 1,000 connections). <i>DIA Performance Measure 4c</i>	≤ 15	2.41		Achieved. There were 2.41 complaints per 1,000 connections were received about sewerage system blockages in Q1.

Level of Service	Performance Measure <i>C=customer measure</i> <i>T=technical measure</i>	Target 2021/22	Actual	Status	For Quarter One as at 30 September 2021
	(C) Total number of complaints received about response to issues (per 1,000 connections). <i>DIA Performance Measure 4d</i>	≤ 3	0		Achieved. No reported complaints were received about the response to issues in Q1.
	(C) Total number of complaints received about sewerage system faults and our response to issues with our sewerage system (per 1000 connections). <i>DIA Performance Measure 4a-4d</i>	≤ 52	5.58		Achieved. There were 5.58 complaints per 1,000 connections were received in Q1.
	(T) Number of dry weather overflows per 1,000 connections. <i>DIA Performance Measure 1</i>	≤ 1	0		Achieved. No dry weather overflows were reported in Q1.
	(T) Compliance with our resource consents for discharge from our sewerage system measured by the number of abatement notices received. <i>DIA Performance Measure 2a</i>	≤ 1	0		Achieved. No abatement notices were received for discharges in Q1.
	(T) Number of infringement notices received for discharges. <i>DIA Performance Measure 2b</i>	0	0		Achieved. No infringement notices were received in Q1.
<b>Sewage does not affect the quality of the environment.</b>	(T) Number of enforcement orders received for discharges. <i>DIA Performance Measure 2c</i>	0	0		Achieved. No enforcement orders were received in Q1.

Level of Service	Performance Measure <i>C=customer measure</i> <i>T=technical measure</i>	Target 2021/22	Actual	Status	For Quarter One as at 30 September 2021
	(T) Number of convictions received for discharges. <i>DIA Performance Measure 2d</i>	0	0		Achieved. No convictions were received in Q1.
<b>Residents are satisfied with Wastewater services overall.</b>	(C) % of consumers satisfied with the Wastewater services overall.	≥ 85%	Q4	Q4	The Annual Residents' Survey will be undertaken in Q3 with the results published in Q4.



**Solid Waste**



Level of Service	Performance Measure <i>C=customer measure</i> <i>T=technical measure</i>	Target 2021/22	Actual	Status	For Quarter One as at 30 September 2021
<b>Solid Waste</b>					
<b>A reliable weekly kerbside recycling and rubbish collection service is provided.</b>	(T) Number of justified complaints received for missed collection that are not resolved (average per month).	2	1.33		Achieved. An average of 1.33 complaints per month were received during Q1 of missed collections that were not resolved.
	(C) % of customers satisfied with the Solid Waste collection service.	≥ 90%	Q4	Q4	The Annual Residents' Survey will be undertaken in Q3 with the results published in Q4.
<b>A reliable, well managed (user pays) fortnightly kerbside greenwaste collection service is provided.</b>	(C) Average number of justified complaints received for missed greenwaste bins per collection.	≤ 5	4.8		Achieved. The average number of missed bins per collection was 4.8 for Q1.
<b>Transfer stations are well maintained.</b>	(C) Number of complaints received about poor maintenance, noise or smell for transfer stations.	≤ 5	0		Achieved. No complaints were received about poor maintenance, noise or smell at a transfer station for Q1.
<b>Increasing number of tonnes per annum of recyclable material diverted from landfill.</b>	<b>(T) Number of tonnes of recyclable waste diverted from landfill per annum.</b>	<b>Maintain or improve from previous year.</b>	Q4	Q4	This annual measure will be reported on in Q4.

Level of Service	Performance Measure <i>C=customer measure</i> <i>T=technical measure</i>	Target 2021/22	Actual	Status	For Quarter One as at 30 September 2021
<b>Waste Minimisation</b>					
<b>Reduce the amount of rubbish/waste that is collected from kerbside collection per household.</b>	(T) Number of tonnes of waste collected per household per annum.	< 320kg per household	<b>Q4</b>	<b>Q4</b>	This annual measure will be reported on in Q4.
<b>We actively deal with litter complaints.</b>	(C) % Residents who are satisfied with litter control.	> 50%	<b>Q4</b>	<b>Q4</b>	The Annual Residents' Survey will be undertaken in Q3 with the results published in Q4.





**Roading and Footpaths (includes Road Safety and Pathways)**




Level of Service	Performance Measure <i>C=customer measure</i> <i>T=technical measure</i>	Target 2021/22	Actual	Status	For Quarter One as at 30 September 2021
<b>Council provides roads which are safe and comfortable to drive on.</b>	(T) % of roads meeting the roughness standard (deviation of true plane) remains stable or improves. <i>DIA Performance Measure 2</i>	92%	Q4	Q4	The Annual Roughness Survey will be undertaken in Q3 with the results published in Q4.
	(C) % of road users satisfied with the condition of Council roads.	≥ 73%	Q4	Q4	The Annual Residents' Survey will be undertaken in Q3 with the results published in Q4.
	(T) Annual change in number of fatalities and serious injury crashes on local road network. <i>DIA Performance Measure 1</i>	Decrease by 1 or zero	Decreased by 1		Achieved. Two serious crashes were reported in Q1. Three serious crashes were reported in this quarter last year.
<b>The roading network is maintained in good condition.</b>	(T) % of sealed local road network resurfaced annually. <i>DIA Performance Measure 3</i>	6%	Q4		At risk. The reseal work is programmed for completion by 31 March 2022 and the actual percentage achieved is to be published in Q4. This is currently projected to be 5.6% due to chip sealing cost increase being higher than estimated at the time of planning.
<b>Footpaths are maintained in good condition and are fit for purpose.</b>	(T) % of footpaths with condition rating 1-4. <i>DIA Performance Measure 4</i>	98%	Q4	Q4	The Footpath condition survey will be undertaken in Q3 with the results published in Q4.

Level of Service	Performance Measure <i>C=customer measure</i> <i>T=technical measure</i>	Target 2021/22	Actual	Status	For Quarter One as at 30 September 2021
<p><b>Council will respond promptly to customer service requests for roads and footpaths.</b></p>	<p>(T) % of urgent customer service requests relating to roads and footpaths responded to within 2 working days. <i>DIA Performance Measure 5</i></p>	<p>≥ 95%</p>	<p>100%</p>		<p>Achieved. There were nine urgent customer service requests in Q1 and were responded to within two working days.</p>
	<p>(T) % of non-urgent customer service requests relating to roads and footpaths responded to within 5 working days. <i>DIA Performance Measure 5</i></p>	<p>≥ 90%</p>	<p>93.8%</p>		<p>Achieved. There were 332 out of 354 CRMs responded to within 5 working days in Q1.</p>


## Community Facilities

Level of Service	Performance Measure <i>C=customer measure</i> <i>T=technical measure</i>	Target 2021/22	Actual	Status	For Quarter One as at 30 September 2021
<b>Parks and Public Spaces</b>					
<b>Parks and reserves are tidy and well maintained.</b>	(C) % of customers satisfied with the level of maintenance in Council parks, reserves and public spaces.	≥ 97%	<b>Q4</b>	<b>Q4</b>	The Annual Residents' Survey will be undertaken in Q3 with the results published in Q4.
	(C) % of customers satisfied that the provided playgrounds meet the needs of users.	≥ 90%	<b>Q4</b>	<b>Q4</b>	The Annual Residents' Survey will be undertaken in Q3 with the results published in Q4.
<b>Recreation Centres</b>					
<b>Recreation centres are well maintained and serviced.</b>	(C) % of customers satisfied with the maintenance and cleanliness of recreation centres.	≥ 90%	<b>Q4</b>	<b>Q4</b>	The Annual Residents' Survey will be undertaken in Q3 with the results published in Q4.
<b>Swimming Pools</b>					
<b>Rural pools are attractive and well maintained environments.</b>	(C) % of customers satisfied with pool environments. Average across all rural pools.	≥ 80%	<b>Q4</b>	<b>Q4</b>	The Annual Customer Survey will be undertaken in Q3 with the results published in Q4.
<b>Rural pools water quality is safe.</b>	(T) % of compliance with NZ5826 through regular water quality tests.	≥ 90%	<b>Q4</b>	<b>Q4</b>	Reporting at end of the season in Q4.
<b>The Hāwera Aquatic Centre is a well maintained environment.</b>	(C) % of users satisfied with the venue being well maintained.	≥ 90%	<b>Q4</b>	<b>Q4</b>	The Annual Customer Survey will be undertaken in Q3 with the results published in Q4.



Level of Service	Performance Measure <i>C=customer measure</i> <i>T=technical measure</i>	Target 2021/22	Actual	Status	For Quarter One as at 30 September 2021
<b>Swimming Pools</b>					
<b>The Hāwera Aquatic Centre is a safe environment.</b>	(T) The Hāwera Aquatic Centre holds current national Poolsafe™ accreditation.	Held	Held		Achieved. Annual Poolsafe audit undertaken in February 2021.
<b>Customers are satisfied with services.</b>	(C) % of users satisfied with services at Hāwera Aquatic Centre.	≥ 90%	<b>Q4</b>	<b>Q4</b>	The Annual Customer Survey will be undertaken in Q3 with the results published in Q4.
<b>Public Toilets</b>					
<b>Public toilets are clean and well maintained.</b>	(C) % of residents satisfied with cleanliness and maintenance of public toilets.	≥ 80%	<b>Q4</b>	<b>Q4</b>	The Annual Residents' Survey will be undertaken in Q3 with the results published in Q4.
<b>Cemeteries</b>					
<b>Cemeteries are tidy and well maintained.</b>	(C) % of customers satisfied with the tidiness and level of maintenance at cemeteries.	≥ 95%	<b>Q4</b>	<b>Q4</b>	The Annual Residents' Survey will be undertaken in Q3 with the results published in Q4.
<b>Interments are managed with respect and sensitivity.</b>	(C) Number of complaints regarding interment processes.	≤ 5	0		Achieved. No complaints were reported regarding interment processes in Q1.



Level of Service	Performance Measure <i>C=customer measure</i> <i>T=technical measure</i>	Target 2021/22	Actual	Status	For Quarter One as at 30 September 2021
<b>TSB Hub</b>					
<b>TSB Hub is an attractive, well maintained and well used venue.</b>	(C) % of users satisfied with the standard of service provided.	≥ 90%	Q4	Q4	The User Survey results will be collated and reported in Q4.
<b>TSB Hub provides a safe environment.</b>	(T) Number of accidents reported per annum due to poor maintenance or design.	≤ 3	0		Achieved. No accidents were reported that are attributed to poor maintenance or design in Q1.
<b>Housing for the Elderly</b>					
<b>Council will provide well maintained and fit for purpose housing for the elderly.</b>	(T) % of housing units are rated good to very good using the minimum standards included in the Pensioner Housing Policy.	90%	100%		Achieved. 52 housing units are rated very good and 17 housing units are rated good, for Q1. 100% of the units are rated good to very good.
	(T) % of housing units that meet the Residential Tenancies Healthy Homes Standards 2019.	50%	100%		Achieved. We comply with the 2019 Healthy Home Standards. The Council have until 2024 to comply with the installation of extractor fans in bathrooms and kitchens. This has been budgeted for in the Long Term Plan.
	(C) % of tenants satisfied with the standard of their accommodation.	95%	Q4	Q4	The Annual Tenants' Survey will be completed in Q4 with the results published at this time.

## Arts and Culture

Level of Service	Performance Measure <i>C=customer measure</i> <i>T=technical measure</i>	Target 2021/22	Actual	Status	For Quarter One as at 30 September 2021
<b>Arts</b>					
<b>Opportunities are provided to participate in arts activities.</b>	(T) Number of programmes or projects facilitated or supported per annum.	10	4		Achieved. Four events/projects were facilitated in Q1. <ul style="list-style-type: none"> <li>• <i>Artsy Adventures Programme</i> was delivered during the School Holidays at the Pātea and Waverley LibraryPlus.</li> <li>• A <i>Facilitated Printmaking</i> session for Waverley Art Group was held.</li> <li>• <i>Show and Tell</i> sessions to two groups of students at South Taranaki Creative Space in Hāwera.</li> <li>• <i>Hive Mind Exhibition</i>, celebrating Diversity in South Taranaki where over 40 South Taranaki artists feature in a curated exhibition at The Village Gallery, Eltham. The Arts Coordinator facilitated two sessions at Eltham Primary School with local youth creating artworks for the exhibition.</li> </ul>
<b>LibraryPlus</b>					
<b>LibraryPlus facilities are well resourced and have friendly, helpful staff.</b>	(C) % of customers satisfied with facilities and customer service.	≥ 96%	Q4	Q4	The Annual Residents' Survey will be undertaken in Q3 with the results published in Q4.
<b>LibraryPlus materials and resources are relevant to current information and leisure needs of the community.</b>	(C) % of customers satisfied with materials, resources and information provided.	≥ 96%	Q4	Q4	The Annual Residents' Survey will be undertaken in Q3 with the results published in Q4.


**District Economy**

Level of Service	Performance Measure <i>C=customer measure</i> <i>T=technical measure</i>	Target 2021/22	Actual	Status	For Quarter Four as at 30 September 2021
<b>Economic Development</b>					
<b>Existing or new businesses are supported and assisted to grow.</b>	(T) Number of unique visitors to the South Taranaki digital business hub per annum.	6,000	252		Achieved. The number of unique visitors to the South Taranaki digital business hub for Q1 was 252. Feedback has been received from several businesses that have noticed increased sales as a direct result of their listing on the South Taranaki digital business hub (Shop South Taranaki). A promotional campaign is planned to promote the “shop local” message and increase visitation to the website in the lead up to Christmas.
<b>South Taranaki is promoted as a great place to invest and do business.</b>	(T) Number of promotions about investing and doing business in South Taranaki per annum.	6	2		Achieved. The number of promotions about investing and doing business in South Taranaki for Q1 was two. In August, the Council, Startup Taranaki and Bizlink Hāwera ran the first in a series of workshops targeted at people wanting to grow their business. The ‘Bounce’ session saw more than 20 people come together to validate ideas and discuss goals and next steps in their business journeys. In September, Business Development Manager Scott Willson had a video interview as part of the Taranaki Chamber of Commerce ‘Chamber Champions’ series. The interview was an opportunity to promote the South Taranaki Business Park, the startup business scene in the District and the ways in which the Council can support businesses.






Level of Service	Performance Measure <i>C=customer measure</i> <i>T=technical measure</i>	Target 2021/22	Actual	Status	For Quarter Four as at 30 September 2021
<b>Tourism</b>					
<b>Customers are satisfied with the level of service they received at the i-SITE.</b>	(T) Qualmark accreditation is maintained.	Held	Achieved		Achieved. Currently certified. Recertification occurs yearly to Qualmarks schedule which changes.
<b>Events</b>					
<b>Council will provide, encourage and/or support events within the District.</b>	(T) Minimum number of events Council has provided or supported per annum.	≥ 10	1 YTD		Achieved. One School Holiday programme event was held in Q1. Achieving this target is possibly at risk in the following quarters depending on any COVID-19 Alert level restrictions.
<b>Council events are well organised and well attended.</b>	(C) % of attendees satisfied with selected Council events.	≥ 90%	Q3	Q3	Surveys to be conducted over summer events Q2 with results published in Q3.











**Community Development and Support**

Level of Service	Performance Measure <i>C=customer measure</i> <i>T=technical measure</i>	Target 2021/22	Actual	Status	For Quarter One as at 30 September 2021
<p><b>Communities and the Council are supported to develop and implement projects that improve the District’s wellbeing.</b></p>	<p>(T) Number of community and Council projects and activities provided, encouraged and supported.</p>	<p>≥ 25</p>	<p>7</p>		<p>Achieved. The Community Development Unit has worked with community groups and community boards with a variety of projects over this quarter. There have not been as many activities due to lockdown, however, online support with funding applications, general advice and encouragement has continued.</p> <p>Seven projects/activities have been completed in Q1.</p>



## Regulatory Services

Level of Service	Performance Measure <i>C=customer measure</i> <i>T=technical measure</i>	Target 2021/22	Actual	Status	For Quarter One as at 30 September 2021
<b>Building Control</b>					
<b>Building consents are processed efficiently.</b>	(T) % of building consent applications are processed within the statutory timeframe of 20 working days.	100%	63.5%		Not on target. As at 1 October 2021, 189 consents were processed in Q1, 120 (63.5%) were processed within 20 working days.
<b>Customers receive industry recognised quality service.</b>	(T) % of building inspections are carried out within 2 working days of request.	≥ 95%	100%		Achieved. As at 1 October 2021, 485 inspections were carried out, all within two working days of request.
<b>The Council retains authority to issue building consents.</b>	(T) Accreditation as a Building Consent Authority is retained.	Retained	Retained		Achieved. The June IANZ assessment resulted in 15 General Non-Compliances and upon clearing these, Accreditation is retained for a further two years.
<b>Planning</b>					
<b>Consents for subdivision and development are processed in a timely manner.</b>	(T) % of resource consent applications processed within statutory timeframes.	100%	100%		Achieved. As at 1 October 2021, 41 resource consents were processed, all within statutory timeframes.
<b>Consent compliance is monitored by the Council.</b>	(T) Consents are monitored by their due date.	≥ 90%	100%		Achieved. As at 1 October 2021 all 34 resource consents due for monitoring were completed.


Level of Service	Performance Measure <i>C=customer measure</i> <i>T=technical measure</i>	Target 2021/22	Actual	Status	For Quarter One as at 30 September 2021
<b>Parking</b>					
<b>Parking is monitored within the Hāwera CBD and surrounding townships.</b>	(T) % of Parking infringements correctly issued.	95%	100%		Achieved. All 177 parking infringements issued have been issued correctly during Q1.
<b>Environmental Health – Licensing – Food, Alcohol and Gambling</b>					
<b>New food premises can open to the public quickly and existing food premises can continue to trade.</b>	(T) % of new premises and renewal premises applications processed within 10 working days.	≥ 95%	100%		Achieved. All of the eight premises applications were processed within 10 working days.
<b>Food premises are hygienic and food sold to the public is safe to eat.</b>	(T) % of licensed premises that are audited within 1 month of the due date.	≥ 95%	100%		Achieved. All of the 36 premises were audited within one month of the due date.
<b>Hairdressers, camping grounds/holiday parks, funeral homes and offensive trade premises are hygienically safe.</b>	(T) % of licensed premises that are inspected annually.	≥ 95%	13%		Achieved. Seven of the 55 health premises have been inspected so this is on target. All premises are allocated one inspection throughout the year.
<b>Unopposed Liquor License Applications are processed promptly.</b>	(T) % of unopposed Liquor License Applications processed within 10 working days of receipt of all reports.	≥ 95%	67%		At risk. Two out of three applications processed within 10 days during Q1. One application was processed outside the 10 working days due to staff unavailability during COVID-19 Level 4 Lockdown. The delay had no effect on trading as the premises could not trade either way.

Level of Service	Performance Measure <i>C=customer measure</i> <i>T=technical measure</i>	Target 2021/22	Actual	Status	For Quarter One as at 30 September 2021
<b>Animal Services and Nuisance Control</b>					
<b>Residents are satisfied with the Animal Control service.</b>	(C) % of residents satisfied with the Animal Control service.	≥ 75%	Q4	Q4	The Annual Residents' Survey will be undertaken in Q3 with the results published in Q4.
<b>A prompt and reliable animal control service will be provided 24 hours a day, 7 days a week for wandering stock and serious dog incidents.</b>	(T) % of reported serious dog or wandering stock incidents responded to within 4 hours.	≥ 95%	86%		Not achieved. In Q1, 102 of the 118 serious incidents reported were responded to within 4 hours.
<b>A reliable and responsive animal control service that investigates general dog incidents.</b>	(T) % of reported general dog incidents responded to within 1 working day.	≥ 95%	81%		Not achieved. In Q1, 230 of the 284 general dog incidents reported were responded to within 1 working day.
<b>Provide a prompt and reliable noise control service 24 hours a day, 7 days a week.</b>	(T) % of noise complaints responded to within 1 hour.	≥ 90%	90%		Achieved. In Q1, 94 of the 101 noise complaints received were responded to within 1 hour.

## Environmental Management

Level of Service	Performance Measure <i>C=customer measure</i> <i>T=technical measure</i>	Target 2021/22	Actual	Status	For Quarter One as at 30 September 2021
<b>Environment and Sustainability</b>					
<b>Reduction in our organisational emissions.</b>	(T) % decrease in organisational emissions year on year.	10% decrease in emissions from baseline	1,216 tonnes CO <sub>2-e</sub>	N/A	This is a new measure in 2021/22, so there will not be any emissions reductions until the following 2022/23 financial year. 1,216 tonnes CO <sub>2-e</sub> is the baseline amount of the South Taranaki District Council organisational emissions.
<b>Damage to our natural environments is prevented or mitigated.</b>	(T) No unapproved net loss of indigenous vegetation across the District.	0% loss		Q4	
<b>Environmental Policy</b>					
<b>Growth and development is planned while our natural and physical resources are managed in a sustainable manner.</b>	(T) The Plan Changes and Variations to the District Plan are undertaken in accordance with legislative timeframes.	Achieved			Achieved.
<b>Emergency Management</b>					
<b>The Council is ready to respond to a Civil Defence Emergency and is able to function for as long as required during an emergency.</b>	(T) Council staff are trained to the appropriate level for Civil Defence Emergency Responses, as agreed by the Civil Defence Emergency Management Group.	> 50% of staff trained	Actual number of total staff trained as at 30 September is 67 = approx. 40% of full-time staff trained (there are currently 171 full-time staff at STDC)		Achieved. Number of staff trained between 1 July to 30 September was 1, due to cancellation of training scheduled for the Council staff because of Covid Level 4 lockdown.

## Coastal Structures

Level of Service	Performance Measure <i>C=customer measure</i> <i>T=technical measure</i>	Target 2021/22	Actual	Status	For Quarter One as at 30 September 2021
<b>Comply with the Taranaki Regional Council Resource Consent conditions for coastal structures.</b>	(T) number of unresolved breaches.	≤ 1	0		Achieved. No compliance conditions have been breached in Q1.



# Pūrongo Report

To	Ordinary Council
From	Pouherenga ā-Iwi / Iwi Liaison Advisor, Reg Korau
Date	13 December 2021
Subject	<b>Renaming of Iwi Liaison Committee</b>

(This report shall not be construed as policy until adopted by full Council)

## Whakarāpopoto Kāhui Kahika / Executive Summary

1. Over the past 12 months there have been discussions regarding the name of the Iwi Liaison Committee (the Committee) and consideration of changing this to a name that better reflects the Committee's role.
2. The Pouherenga-ā-Iwi / Iwi Liaison Advisor has had discussions with members of different Iwi with a strong knowledge and strength of Te Reo Māori. During these conversations, it was suggested that the Committee look for a name that had a connection to South Taranaki.
3. The purpose of the report is for the Council to accept the name Te Kāhui Matauraura as the new name for the Committee.

## Taunakitanga / Recommendation(s)

THAT the Council

- a) **Approves** Te Kāhui Matauraura as the new name for the Iwi Liaison Committee as recommended by the Iwi.
- b) **Notes** forthwith all future reference will be to Te Kāhui Matauraura.

## Kupu Whakamārama / Background

4. The Committee suggested in November 2020 that the Council consider a formal Māori name to reflect the importance of the Committee.
5. In January 2021, the Pouherenga-ā-Iwi / Iwi Liaison Advisor had meetings with Wharehoka Wano and Archie Hurunui for some suggested names that would potentially reflect the mana of the Committee.
6. Suggestions have been shared amongst the Committee members and the Pouherenga-ā-Iwi / Iwi Liaison Advisor has researched, discussed and prepared suitable names for the Committee's consideration.

7. Within January 2021, the late Archie Hurunui provided two suggestions for names:
  - Te Kāhui Matauraura; and
  - Te Kiri Rau Whero
8. With the passing of Archie Hurunui in April 2021 the Pouherenga-ā-Iwi / Iwi Liaison Advisor provided to the Committee the two names suggested by him and considered as most appropriate.
9. Te Kāhui Matauraura symbolises the importance of the Committee with the meaning being “the Enlightened Ones.” He emphasised the mana of the members on the Committee and the support and guidance the group provides the Council with.
10. Te Kiri Rau Whero, is a Ngā Rauru name, which was also offered to the Committee. It means the “The Chiefly Ones.” Archie again focussed on the mana of the red kokowai/clay that was used to give the red colour and worn by our chiefs and high-born, again in reference to the mana of the Committee.
11. In discussion with Tūrangapito Parata, the suggestion was made that Te Kāhui Matauraura be an appropriate name for the Committee.
12. After deliberations and discussions by all four Iwi, it was unanimous that Te Kāhui Matauraura be accepted as the new name for the Committee moving forward.
13. The Council has waited for Iwi to deliberate and come to a consensus before making any further decisions on the changing of the name. At the Iwi Liaison Committee meeting held on 24 November 2021, the Committee members gave a unanimous decision to accept the name.

#### **Local Government Purpose**

14. The purpose of the Committee fits with the purpose of Local Government as it promotes the cultural, social, economic and environmental well-being of the community in the present and for the future and enables democratic local decision-making.

#### **Ngā Kōwhiringa / Options – Identification and analysis**

15. The option of renaming the Committee to Te Kāhui Matauraura will create an alignment with the values and beliefs of Iwi Māori and support the partnership with the Council.
16. The cultural significance of the name as gifted by the late Archie Hurunui will further enhance the mana and importance of the Committee. Also, Uraura describes the sixth heaven within Māori folklore. Thus, giving more importance and mana to the name offered.
17. The option of Te Kāhui Matauraura as the name for the Committee will culturally support and enhance the identity within the Council and give guidance and leadership for Council elected members, staff and activities in the future.

#### **Risks**

18. There are no major risks associated with these decisions or matters.



**Option(s) available**

- 19. Option 1: Accept the name Te Kāhui Matauraura to replace the name Iwi Liaison Committee.
- 20. Option 2: Do not accept the name Te Kāhui Matauraura to replace the name Iwi Liaison Committee.
- 21. Option 3: Provide an alternative name(s) for the Iwi Liaison Committee.

**Whaiwhakaaro me ngā aromatawai / Considerations and Assessments**

**Assessment of Significance and Engagement**

- 22. Significant engagement and collaboration was carried out with all four Iwi in the process of deciding upon changing the name of the Iwi Liaison Committee to Te Kāhui Matauraura and followed hui and workshops to finalise the name.
- 23. South Taranaki District Council’s general approach to determining the level of “significance” will be to consider:

Criteria	Measure	Assessment
Degree	The number of residents and ratepayers affected and the degree to which they are affected by the decision or proposal.	No ratepayers will be impacted by the name change.
LOS	The achievement of, or ability to achieve, the Council’s stated levels of service as set out in the Long Term Plan.	There will be no impact on the levels of service but the proposal will enhance the relationship with Iwi.
Decision	Whether this type of decision, proposal or issue has a history of generating wide public interest within South Taranaki.	This has been minor interest in terms of public as the impact is upon minimal numbers.
Financial	The impact of the decision or proposal on the Council’s overall budget or included in an approved Long Term Plan and its ability to carry out its existing or proposed functions and activities now and in the future.	There will be no impact on the budgets and will only require some labelling going forward.
Reversible	The degree to which the decision or proposal is reversible.	This decision would need a consensus by Council to reverse.
Environment	The degree of impact the decision will have on the environment.	This will have no impact upon the environment.

- 24. Based on the above determination, in terms of the Council’s Significance and Engagement Policy this matter is of low significance.

**Financial/Budget Considerations**

- 25. There will be no financial obligations or considerations taken by the Committee or Council.

### Environmental Sustainability

26. This decision will have no direct impact on environmental sustainability.
27. However, Te Kāhui Matauraura as mana whenua and tāngata whenua, will always support environmental sustainability and options that will put the well-being of Te Taiao/Environment at the fore front of their decisions.

### Consistency with Plans/Policies/Community Outcomes

28. Nothing in this report is inconsistent with any Council policy, plan or strategy.
29. This matter contributes to the Vibrant South Taranaki – *Cultural well-being* and Together South Taranaki – *Social well-being* community outcomes and supports and enhances the identity and relationship that Iwi have with Council and also the connection of Iwi Māori as an integral part of the community.

### Impact on Māori/Iwi

30. All Iwi within the District had the opportunity to consider the name that was gifted by the late Archie Hurunui. A robust decision and discussion process was carried out through Huinga-ā-Iwi and Iwi Liaison Committee meetings between October 2020 and November 2021.

### Affected Parties Consultation

31. The Council already has a sound understanding of the views and preferences of the persons likely to be affected or interested in the matter. This is the Committee members, and their contribution and involvement has been integral in the final name being approved.

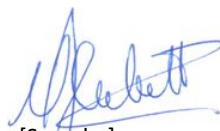
### Whakakapia / Conclusion

32. Based on the robust discussion and unanimous agreement of our four Iwi, it is recommended that the Council accepts the name of Te Kāhui Matauraura to replace the name Iwi Liaison Committee.



Reg Korau

**Pouherenga-ā-Iwi /  
Iwi Liaison Advisor**



[Seen by]

Waid Crockett

**Tumu Whakahaere /  
Chief Executive**

### Glossary:

- |        |  |
|--------|--|
| Mata   | 1. Face  |
|        | 2. Eye   |
| Uraura | 1. Reddened dawn, symbol of a good day in Māoridom |
|        | 2. Sixth level of the Māori heavens                |
|        | 3. Enlightenment                                   |



# Pūrongo Report

To	Ordinary Council
From	Kaihautu Tūwhare a rēhia / Recreation and Facilities Manager, Phil Waite
Date	13 December 2021
Subject	<b>Council Appointment to Ōpunakē Sports and Recreation Trust Inc</b>

(This report shall not be construed as policy until adopted by full Council)

## Whakarāpopoto Kāhui Kahika / Executive Summary

1. The purpose of this report is for the Council to appoint a representative to the Ōpunakē Sports and Recreation Trust Inc (the Trust). The Trust and the Council have a partnership agreement which includes the appointment of an ex officio advisory member. The position is held by the Recreation and Facilities Manager with speaking rights only. The Council requested as part of their ongoing funding support for the Trust that a Councillor be appointed to the Trust. At around the same time the Trust approached the Council and asked for an elected representative to be appointed to the Trust.

## Taunakitanga / Recommendation(s)

THAT the Council

- a) **Appoints** Councillor Aaron Langton as the Council's representative to the Ōpunakē Sports and Recreation Trust Inc.
- b) **Notes** that all Council appointments will be reviewed following the October 2022 Local Body Elections.

## Kupu Whakamārama / Background

2. The Council has a partnership agreement with the Trust which allows the Council to have an ex officio advisory member with rights to speak and not to vote. The role of the Recreation and Facilities Manager has worked alongside the Trust as the ex officio advisory member.
3. The partnership agreement signed in 2006 included a Council appointed representative which had voting and speaking rights. This was removed from the agreement in 2012. The Council and the Trust have now both requested that a Councillor is appointed as a representative and member of the Trust.
4. Councillor Aaron Langton is considered an appropriate councillor to represent the Council as he is a Taranaki Coastal ward councillor and he has experience in the Ōpunakē sporting community. This report recommends that Councillor Aaron Langton be appointed to the Trust subject to the Trust's approval.

- The partnership agreement with the Trust is currently under review and it is expected that the appointment of a Councillor to the Trust would be incorporated into the revised agreement.

**Local Government Purpose**

- The appointment of a Councillor to the Trust helps support the Ōpunakē sporting community and enhances the social, economic and cultural well-beings now and into the future.

**Ngā Kōwhiringa / Options – Identification and analysis**

**Option(s) available**

- Option One: Appoint Councillor Aaron Langton to the Ōpunakē Sports and Recreation Trust.
- Option Two: Appoint another Councillor considered appropriate for the role to the Ōpunakē Sports and Recreation Trust.
- Option Three: Decline the request to appoint a Councillor to the Ōpunakē Sports and Recreation Trust.

**Whaiwhakaaro me ngā aromatawai / Considerations and Assessments**

**Assessment of Significance and Engagement**

- South Taranaki District Council’s general approach to determining the level of “significance” will be to consider:

Criteria	Measure	Assessment
Degree	The number of residents and ratepayers affected and the degree to which they are affected by the decision or proposal.	There will be minimal impact on the residents and ratepayers of the South Taranaki District.
LOS	The achievement of, or ability to achieve, the Council’s stated levels of service as set out in the Long Term Plan.	There is no impact on levels of service.
Decision	Whether this type of decision, proposal or issue has a history of generating wide public interest within South Taranaki.	The appointment is unlikely to generate wide public interest.
Financial	The impact of the decision or proposal on the Council’s overall budget or included in an approved Long Term Plan and its ability to carry out its existing or proposed functions and activities now and in the future.	There is no impact on the Long Term Plan budget.
Reversible	The degree to which the decision or proposal is reversible.	The Council can replace the appointed member, however for consistency and to maintain relationships with the Trust it would be advisable to consider this in conjunction with the Trust.

Criteria	Measure	Assessment
Environment	The degree of impact the decision will have on the environment.	There is no impact on the environment.

11. In terms of the Council's Significance and Engagement Policy this matter is of low significance.
12. The level to which the Council will engage and align with the significance of the decision to be made will be to inform the public via Council minutes.

#### Legislative Considerations

13. There are no legislative considerations, however it may be timely to update the partnership agreement and amend the governance section to reflect the appointment of a Councillor representative to the Trust.

#### Financial/Budget Considerations

14. There are no actual costs involved in the appointment of a representative to the Trust. All costs associated with the management and remuneration of elected members is covered within existing budgets.

#### Consistency with Plans/Policies/Community Outcomes

15. Nothing in this report is inconsistent with any Council policy, plan, or strategy.
16. This matter contributes to the following community outcomes as detailed below:
  - Together South Taranaki
  - Vibrant South Taranaki
  - Prosperous South Taranaki

#### Impact on Māori/Iwi

17. The appointment to community organisations and trusts enables democratic local decision making which has a positive impact on the entire community including Māori and Iwi.

#### Whakakapia / Conclusion

18. This report recommends that a councillor representative be appointed to the Ōpunakē Sports and Recreation Trust and the appointed councillor be Aaron Langton.



Phil Waite

**Kaihautu Tūwhare a rēhia  
Recreation and Facilities Manager**



[Seen by]  
Fiona Aitken

**Kaiarataki Ratonga Hapori me te Pūhanga /  
Group Manager Community and  
Infrastructure Services**



# Pūrongo Report

To	Ordinary Council
From	Kaitātari Matatapu me te Kaupapa Here / Privacy and Policy Advisor, Adrienne Cook
Date	13 December 2021
Subject	<b>Request for new road name (right of way)</b>

(This report shall not be construed as policy until adopted by full Council)

## Whakarāpopoto Kāhui Kahika / Executive Summary

1. This report seeks a decision from the Council on the name of a new right of way, which is part of a recent subdivision servicing six properties. The developer/applicant had advised that they are having to divert their mail, as an address has not yet been allocated to their property.
2. The report highlights three proposed names by the developer/applicant and provides information on the NZ Standard (NZS) 4819 – Rural and urban addressing, which is used by councils throughout New Zealand to ensure consistency in the naming of roads and the allocation of property numbers.

## Taunakitanga / Recommendations

THAT the Council;

- 1) Approves the name [insert name] for the new right of way, located at 20 Fantham Street, Hāwera ([Appendix 1 - map](#)).
- 2) Notes that the costs of new road signage (for the new right of way at 20 Fantham, Hāwera) are met by the applicant. The Council will cover the costs of the ongoing maintenance of the road signage.

## Kupu Whakamārama / Background

3. Land Information New Zealand (LINZ), under section 4.2.2 of the NZS 4819, require roads (which includes private roads and access lots) with five or more primary sites to be named and numbered. For the purposes of street naming and numbering the right of way is called a 'road', but for all other intent and purposes, such as design, construction and maintenance - the right of way is private.

4. The Council has been working with the applicant, Mr Mathew Stancombe, who is currently in the process developing six sections on Fantham Street, Hāwera. The resource consent (RMS20064), details that six properties would be developed as part of the subdivision, with a further property also being serviced by the right of way.
5. The subdivision was granted to Mr Stancombe on 14 October 2020. At the time the survey plan was initially deposited to LINZ by the surveyor, it was rejected as the right of way was required to be named and that this name would need to be shown on the survey plan. This is not a common requirement that the Council have come across, as subdivisions of this size or larger typically have roads to vest. This situation has resulted from an initial four lot subdivision that created the right of way (2018) and then a subsequent subdivision of two of the child lots of the 2018 subdivision.

#### **Local Government Purpose**

5. Addresses are an important aspect of a community, as they provide a sense of belonging (listed on birth, marriage and death certificates), location (address for utilities and services), and safety (enables emergency services to locate during an emergency).
6. Deciding on a road name that is appropriate for the location ensures that the Council is contributing to the social, economic, environmental and cultural well-beings. Road names are given with the intent that they continue for perpetuity, so due consideration during the naming stage is required, to ensure that the best and most appropriate name is chosen.

#### **Ngā Kōwhiringa / Options – Identification and analysis**

##### **Interim measures to adopt a road name or right of way**

7. The Council is in the process of developing a Road Naming Policy, for the naming and renaming of roads within the District. A decision on a road name for this subdivision right of way is required urgently. It is proposed that the process for naming follows the same proposed process as the draft Policy (engagement with Iwi, three names proposed and report sent to the Council to make a decision). The Policy also aligns the name development with the NZ Standard 4819 – Rural and urban addressing. This standard has been developed as a method to be applied to the naming and renaming of roads now and into the future. The draft Policy proposes that the Council name roads following the NZ Standard.

##### **District Plan**

8. The current operative District Plan is silent on the naming of roads and right of ways.

##### **Developer/applicant**

9. The draft Policy proposes that a developer provides three possible names for a new road or right of way. This means that if a proposed name is deemed not appropriate by the Council, that the entire process is not having to start from the beginning.
10. The developer would like to present to the Council in relation to the proposed names:
  - Welcome Way
  - Meadow Lane
  - Rapeti Lane

## Risks

11. The following points highlight the risks involved in this decision:
  - **Adverse effect on community** – Delays in assigning a name is resulting in the current residents of the houses in this subdivision being unable to have mail delivered to the property, and impacts on the assigning of utility based services (power, phone and water).
  - **Publicity/public perception** – The Council must make a decision on a road name that is appropriate for the location and an appropriate name for a road in perpetuity. This should be a name that reflects the community, should not be offensive, and also align with the rules in the standard.
  - **Timeframes** – This is considered an urgent request, as some residents have been living at the new properties for nearly three months and require an address to be allocated, as per the reasons stated above.
  - **Health and safety** – There is a level of health and safety risks for residents, when the need may arise for emergency services to attend, as no address has been allocated to the properties.
  - **Legal** – The Council is required, under section 319A of the LGA 1974 to name roads.

## Information to consider under the NZ Standard

12. The NZS 4819 states that:

*“Road names are needed to uniquely and clearly identify roads as well as the related addresses. The road names themselves need to be clear and unambiguous.”*
11. The following sections of the NZS 4819 are important points to consider when making a decision on the name of a road, to ensure that the Council is following the requirements of the standard:
  - 1.3.1 *The application of this Standard is not intended to be retrospective....it looks forward, and is intended primarily to ensure that the problems of the past are not repeated with new addresses.*
  - 4.2.2 *A short cul-de-sac or private road with five or less sites which is not proposed to be lengthened or have additional address sites need not be separately named. It may be treated as a simple access way (or driveway) and address numbers assigned in terms of the road onto which the cul-de-sac connects.*
  - 4.4.2 *Single length of road shall only have one name.*
  - 4.4.5 *A road name shall be easily pronounced and spelt and easily understood when written or in conversation; however, in the case of indigenous languages it is accepted that a traditional name which may appear at first to be complex will, over time, become familiar and easy to use within the community.*



4.4.7 *A name element of a road name, regardless of any differences of road type, shall not be:*

- a) *the same as an existing road name;*
- b) *similar in spelling to an existing road name; or*
- c) *similar in sound to an existing road name,*

*where the existing road is*

- i) *In the same locality; or*
- ii) *In an adjoining locality; or*
- iii) *In the same local government area.*

4.4.10 *the length of a road name should be shorter, rather than longer, especially where the road itself is short.*

### **Road types**

13. Road types under the NZS4819, which are appropriate in relation to this application are:

- Alley – Usually narrow roadway in a city or towns.
- Close – Short enclosed roadway.
- Lane – A narrow roadway between walls, buildings, or a narrow country roadway.
- Place – Short, sometimes narrow, enclosed roadway.
- Way – Short enclosed roadway.

### **Options available**

#### **Option One – Adopt one of the names recommended**

14. The Council may wish to consider and adopt one of the three names proposed by the developer/applicant, whilst also taking into consideration the requirements of the NZS4819.

#### **Option Two – Request further possible names**

15. The Council may wish to request further names from the developer or Iwi, before it makes a decision on the road name. This option is not recommended.

#### **Option Three – Decline the proposed names**

16. The Council may wish to decline all three proposed names. This would require further consultation with both the developer/applicant and Iwi, to determine more name options. This decision would result in a further delay for the residents, who are currently diverting their mail. This option is not recommended.

## **Whaiwhakaaro me ngā aromatawai / Considerations and Assessments**

### **Assessment of Significance and Engagement**

17. South Taranaki District Council's general approach to determining the level of "significance" will be to consider:

Criteria	Measure	Assessment
Degree	The number of residents and ratepayers affected and the degree to which they are affected by the decision or proposal.	<b>Low:</b> this decision would only affect those for which this road services.
LOS	The achievement of, or ability to achieve, the Council's stated levels of service as set out in the Long Term Plan.	<b>Low:</b> this decision will not impact the Council's LOS in the LTP.
Decision	Whether this type of decision, proposal or issue has a history of generating wide public interest within South Taranaki.	<b>Low:</b> the allocation of road names for new developments have not generated wide public interest.
Financial	The impact of the decision or proposal on the Council's overall budget or included in an approved Long Term Plan and its ability to carry out its existing or proposed functions and activities now and in the future.	<b>Low:</b> this decision will not impact the Council's overall budgets.
Reversible	The degree to which the decision or proposal is reversible.	<b>Low:</b> once a road is named, there is a process that the Council must follow to amend a road name.
Environment	The degree of impact the decision will have on the environment.	<b>Low:</b> this decision has no impact on the environment.

18. In terms of the Council's Significance and Engagement Policy this matter is of low significance.
19. It is proposed that, under the significance and engagement policy, that the Council informs the public of the decision that is made through this decision report. It is proposed that this would be via a notice in the next edition of Southlink.

### Legislative Considerations

#### Local Government Act 1974

20. The Council is provided powers under section 319 (1) of the Local Government Act 1974, in relation to roads:

*"... (j) to name and to alter the name of any road and to place on any building or erection on or abutting on any road a plate bearing the name of the road:"*

21. There is no other requirement in relation to the naming of roads under legislation, except for section 319A of the LGA 1974:

*"If the council names any road for the first time, or alters the name of a road, the council must as soon as practicable send a copy of the relevant resolution to the Registrar-General of Land and the Surveyor-General."*

**New Zealand Standard 4819**

22. When deciding on a road name, the Council must ensure that it is following the requirements under New Zealand Standard 4819 – Rural and urban addressing. The standard provides information on how roads should be named, and properties numbered, along with a list of considerations in relation to the selection of a road name and type.

**Financial/Budget Considerations**

23. There are no financial or budget considerations in relation to this decision. The development of the road will require the installation of signage.
24. The policy being developed by the Road Naming Working Group proposes that the costs of road signage (conforming to the NZ Standard, and approved by the Council), is at the cost of the developer. Ongoing maintenance of the signage would be at the cost of the Council.

**Consistency with Plans/Policies/Community Outcomes**

**Draft road naming policy**

25. Currently, the Council does not have a policy in relation to the development and adoption of new road names for the district. The Road Naming Working Group has been drafting a proposed policy, which takes into consideration the naming and renaming of roads, whilst also including clauses which reflect the requirements of NZS 4819.
26. The drafted policy proposes that new road names align with the four well-beings, and are named using one of the following categories:

a) Cultural	Provide for manawhenua values and principles, and/or recognition of other cultural significance.
b) Social	Recognition of historical events that have a significant impact on the community.
c) Economic	Honouring a local resident who has made significant contributions to the South Taranaki District (following the conditions of the policy).
d) Environmental	Reflection of the landscape, topographical features, or flora and fauna.

**Impact on Māori/Iwi**

27. Under the New Zealand Standard 4819, section 4.4.8, which states that *“a road name derived from indigenous sources should be local to the area and endorsed by the recognised local indigenous community. Where a road name is derived from an indigenous language it shall comply with the written form, should one exist.”*
28. The right of way is located within the Ngati Ruanui rohe. The Council advised Ngati Ruanui in early October of the request for input into a new right of way name, and asked Iwi if they would like to propose three names as part of the application. The Council has followed up with Ngati Ruanui on progress of this request. The Council was advised that the Ngati Ruanui team were meeting with cultural advisors to discuss the proposal.

29. Ngāti Ruanui have proposed one name – Rua, however they have not suggested a “road type” preference.

#### **Affected Parties Consultation**

30. It is proposed that the greater public are not directly affected in relation to this decision. The names that have been proposed by the developer/applicant and the Council has sought input and feedback from Ngāti Ruanui. It is proposed that the decision is notified in Southlink.

#### **Whakakapia / Conclusion**

31. This report seeks a decision from the Council on the naming of a right of way, which will allow current residents to have addresses allocated to their properties. This report highlights the requirements of the NZ Standard 4819 in deciding on the name of a right of way or road. Road names are given with the intent that they continue for perpetuity, so due consideration during the naming stage is required, to ensure that the best and most appropriate name is chosen.



Adrienne Cook

**Kaitātari Matatapu me te Kaupapa Here /  
Privacy and Policy Advisor**



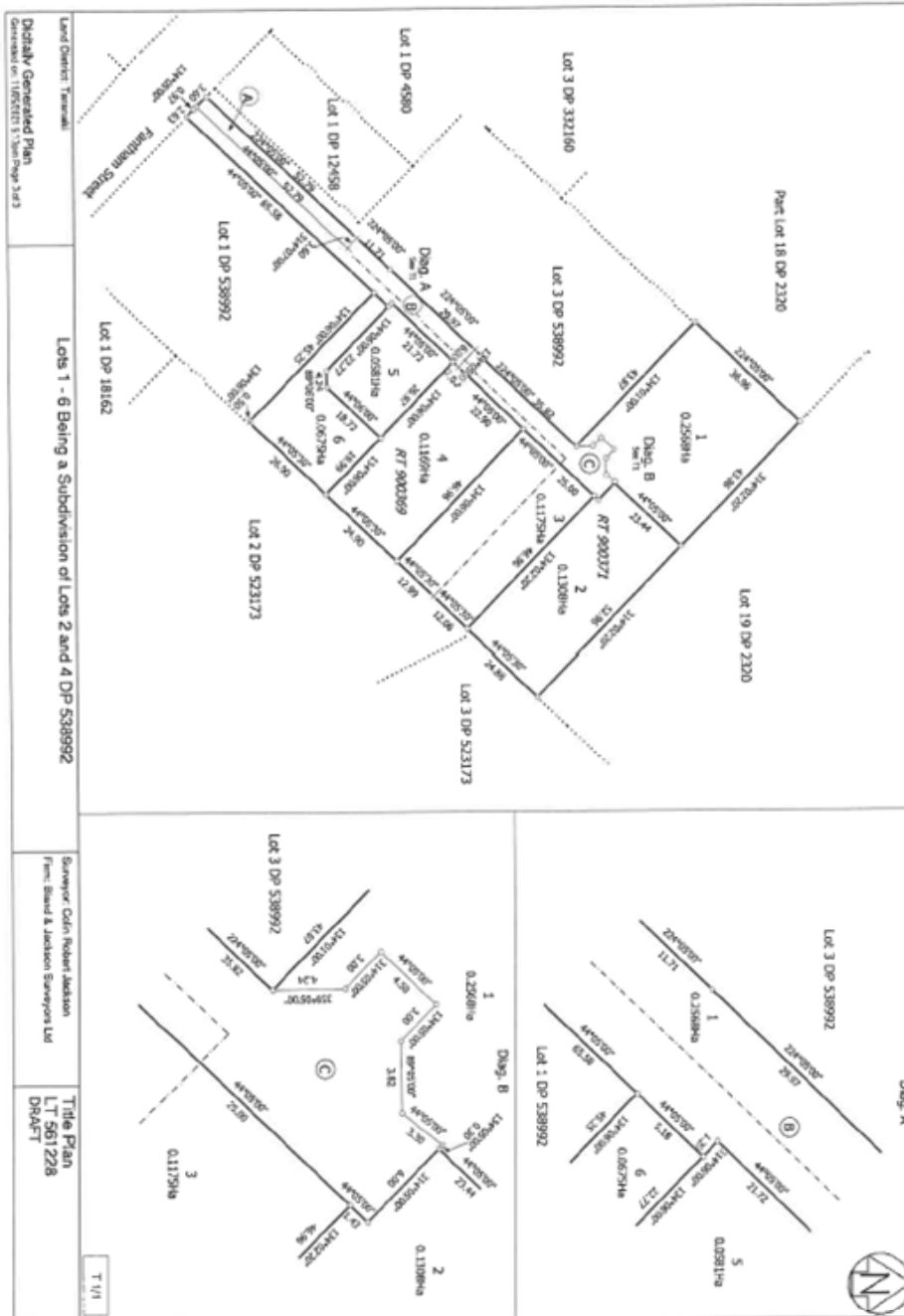
[Seen by]

Liam Dagg

**Kaiarataki Taiao  
Group Manager Environmental Services**

**Appendix 1**

Map showing 6 lot subdivision at the site at 20 Fantham Street, Hāwera





# Pūrongo Report

To	Ordinary Council
From	Kaitātari Matatapu me te Kaupapa Here / Privacy and Policy Advisor, Adrienne Cook
Date	13 December 2021
Subject	<b>Delegations Register Update – Rates Remission Policy and Local Government (Rating) Act 2002</b>

(This report shall not be construed as policy until adopted by full Council)

## Whakarāpopoto Kāhui Kahika / Executive Summary

1. The Delegations Register (the Register) is a living document which requires regular updates to ensure that it is current and correct. The Register provides a clear transfer of delegation of authority from the Council to the Chief Executive (CE), and from the CE on to the appropriate officers (specific to their position).
2. This report proposes an update of the register, by including delegations under the Council's Rates Remission Policy and the Local Government (Rating) Act 2002, as contained in [Appendix I](#).

## Taunakitanga / Recommendations

THAT the Council **approves** the delegations, transferring powers under the Council's Rates Remission Policy and the Local Government (Rating) Act 2002, to the Chief Executive.

## Kupu Whakamārama / Background

3. A Delegations Register is a formal document which effects the daily operation of the Council and as such, it is important in providing a legal foundation to decision making and exercising of authority provided for by legislation, regulations, bylaws, and policies. It provides evidence showing how particular functions are authorised.
4. The Register is considered a living document which requires regular updates to ensure that:
  - a) The document reflects changes to legislation, regulations, Council bylaws and policies;
  - b) Changes to the operation of the Council are incorporated into the document; and
  - c) Officers are provided with the correct delegation to undertake specific tasks.

- To ensure that the Council operates at an efficient and effective manner, the powers provided to the Council under legislation can be divided into the following:

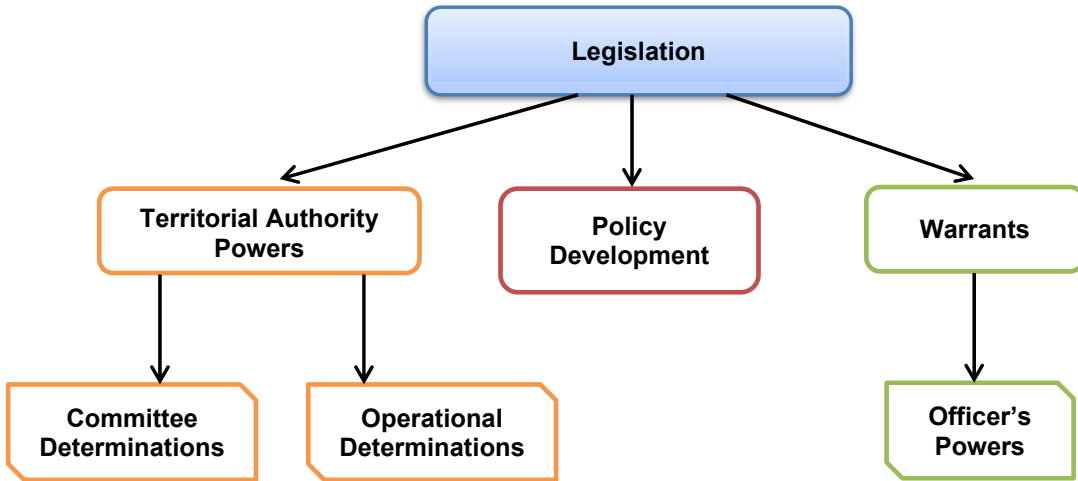


Figure 1: powers provided under legislation.

#### Local Government Purpose

- Under the LGA 2002, the Council's purpose is to *"promote the social, economic, environmental and cultural well-being of communities in the present and for the future."* It is important to be able to balance the regulatory aspect of enforcing legislation to promote the well-being of communities, with the rights of individuals within the community. Therefore, it is important that officers are authorised to undertake their delegated functions.

#### Ngā Kōwhiringa / Options – Identification and analysis

- Reviews of the existing Register are undertaken on a regular basis to ensure that the Council has delegated powers to enable council officers to make operational decisions and act on behalf of the Council.
- The Council may, under section 102 (3) (a) adopt a Rates Remission Policy. Under section 109 of the Local Government Act 2002, a list is provided which details what the policy must contain.
- This report proposes that the delegations under the Council's Rates Remission Policy, which provides powers to remit all or partial rates for a variety of reasons, are transferred from the Council to the Chief Executive. Similarly, under section 85, and 86 of the Local Government (Rating) Act 2002, powers are provided to remit rates, if the Council has adopted a Rates Remission Policy, and if the conditions and criteria of that policy are met.

#### Risks

- The following points provide a risk analysis associated with this decision:

- a) **Political** - A Register provides transparency to the public on how the Council operates and who is delegated with the power to make decisions under specific legislation, policies, and bylaws. This provides certainty that the Council is undertaking its obligations with the required legal authority.
- b) **Legal** - This is the most important risk that the Council needs to consider when analysing the impact of this decision. The Register provides assurance that the authority to act under the Act, Regulation, Bylaw or Policy has been correctly transferred from the Council to the CE; and then on delegated from the CE to officers. This reduces the risk of legal challenge.

**Options available**

**Adopt the Proposed Recommendation**

- 11. Adopting the recommendation would ensure that the Chief Executive has been provided with powers to remit on rates (under the policy and Act), and also on-delegate to staff to undertake this operational role, in alignment with the structure of the current delegations register.

**Amend the Proposed Delegations**

- 12. The Council may wish to amend the proposed delegations.

**Whaiwhakaaro me ngā aromatawai / Considerations and Assessments**

**Assessment of Significance and Engagement**

- 13. South Taranaki District Council’s general approach to determining the level of “significance” will be to consider:

Criteria	Measure	Assessment
Degree	The number of residents and ratepayers affected and the degree to which they are affected by the decision or proposal.	<b>Low:</b> Residents and rate payers would not be affected by this decision.
LOS	The achievement of, or ability to achieve, the Council’s stated levels of service as set out in the Long Term Plan.	<b>Low:</b> No effect on the Long Term Plan.
Decision	Whether this type of decision, proposal or issue has a history of generating wide public interest within South Taranaki.	<b>Low:</b> This is an internal function.
Financial	The impact of the decision or proposal on the Council’s overall budget or included in an approved Long Term Plan and its ability to carry out its existing or proposed functions and activities now and in the future.	<b>Low:</b> The incorporation of delegations within the Delegations Register has been absorbed into existing budgets and will ensure officers are delegated to undertake operational matters.



Criteria	Measure	Assessment
Reversible	The degree to which the decision or proposal is reversible.	<b>Medium:</b> The Council may revoke delegated authority by resolution.
Environment	The degree of impact the decision will have on the environment.	<b>Low:</b> This decision does not have an impact on the environment.

14. In terms of the Council’s Significance and Engagement Policy, this matter is of **Low Significance**. Consultation is not required for delegations, as it is an internal legislative requirement.

**Legislative Considerations**

15. Under Schedule 7 of the LGA 2002, section 32 states that:

*“for the purposes of efficiency and effectiveness in the conduct of a local authority’s business, a local authority may delegate to .....[an] officer of the local authority, any of its responsibilities, duties, or powers except*

- (a) The power to make a rate; or*
- (b) The power to make a bylaw; or*
- (c) the power to borrow money, or purchase or dispose of assets, other than in accordance with the long term plan; or*
- (d) the power to adopt a long term plan, annual plan, or annual report; or*
- (e) the power to appoint a chief executive; or*
- (f) the power to adopt policies required to be adopted and consulted on under this Act in association with the long term plan or developed for the purpose of the local governance statement; or*
- (g) the power to adopt a remuneration and employment policy.”*

16. Under section 34A of the RMA 1991 the delegation of powers is limited as follows:

**“34A Delegation of powers and functions to employees and other persons**

- (1) A local authority may delegate to an employee, or hearings commissioner appointed by the local authority (who may or may not be a member of the local authority), any functions, powers, or duties under this Act except the following:*
  - (a) the approval of a proposed policy statement or plan under clause 17 of Schedule 1;*
  - (b) this power of delegation.”*

**Financial/Budget Considerations**

17. The costs relating to the review and amendment of the Register have been, and will continue to be, derived from existing budgets.

**Consistency with Plans/Policies/Community Outcomes**

18. Delegating the daily operational powers and functions within the Council’s Rates Remission Policy and the LGRA 2002 (as listed within Appendix I), to the CE, would provide a consistent approach for all other delegations contained within the register.

### **Impact on Māori/Iwi**

19. Māori will benefit from the Council undertaking its operational functions, as will all the South Taranaki community. This is a statutory process.

### **Affected Parties Consultation**

20. External consultation is not required for additions or amendments to the Register. This is a statutory process.

### **Whakakapia / Conclusion**

21. The report proposes that the Council adopts the amendments as attached in Appendix I and transfers powers to the officer listed (as highlighted by track changes in the document), which are delegations contained within the Councils Rates Remission Policy and the LGRA 2002.



Adrienne Cook

**Kaitātari Matatapu me te Kaupapa Here /  
Privacy and Policy Advisor**



[Seen by]

Becky Wolland

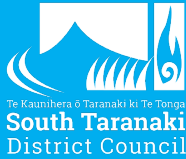
**Kaihautū Kaupapa Here me te Whaitikanga /  
Policy and Governance Manager**

Appendix 1

Rates Policy	Remission	Description	Delegated to
RRP 1		<p><b>Remission for community halls, community care organisations, sporting, branches of the arts, or volunteer organisations</b> Council may remit rates for organisations which meet the conditions and criteria.</p>	1) Chief Executive
RRP 2		<p><b>Remission of rates on land protected for natural, historical, or cultural conservation purposes</b> In considering (and making a decision) any application for remission of rates, under this part the Council will consider the criteria and conditions of the policy</p>	1) Chief Executive
RRP 3		<p><b>Remission of penalties</b> Council may remit the penalty if the ratepayer (by written explanation) satisfies the Council that the late payment was due to circumstances outside of their control.</p> <p>Where a ratepayer is in arrears with their rates, and have made acceptable arrangements for the payment of the current years rates, together with reduction in the level of arrears, the Council may remit further penalties incurred.</p>	1) Chief Executive
RRP 4		<p><b>Remission of uniform annual general charges on non-contiguous rating units owned by the same ratepayer</b> The Council will provide rates remission of UAGC's to all rural ratepayers who meet the objectives, conditions, and criteria of the policy.</p>	1) Chief Executive
RRP 5		<p><b>Remission of UAGS's on contiguous rating units in a subdivision owned by the same ratepayer</b> The Council will provide rates remission of UAGCs to ratepayers who meet the objectives, conditions, and criteria of the policy.</p>	1) Chief Executive

<b>Rates Remission Policy</b>	<b>Description</b>	<b>Delegated to</b>
<b>RRP 6</b>	<b>Remission of rates for Earthquake Prone Buildings – Control Assistance Package Policy</b> The Council may remit rates for earthquake prone commercial or heritage ratepayers, who meet the conditions and criteria of the policy.	1) Chief Executive
<b>RRP 7</b>	<b>Remission of water rates</b> Council may remit water rates if ratepayer meets conditions and criteria.	1) Chief Executive
<b>RRP 8</b>	<b>Remission of Total Rates Assessment under \$10</b> The Council may remit total rates assessments of \$10 or less.	1) Chief Executive
<b>RRP 9</b>	<b>Remission of rates for miscellaneous circumstances</b> The Council may remit part or all rates on a rating unit that meets the objectives, conditions, and criteria of the policy.	1) Chief Executive

<b>Local Government (Rating) Act 2002</b>	<b>Description</b>	<b>Delegated to</b>
<b>LGRA 1</b>	<b>Section 85 – Remission of rates</b> The Council may remit all or part of the rates on a rating unit (including penalties for unpaid rates) if; a) the Council has adopted a rates remission policy under section 109 of the LGA 2002; and b) the Council is satisfied that the conditions and criteria in the policy are met. 2) the Council must give notice to the ratepayer identifying the remitted rates.	1) Chief Executive
<b>LGRA 2</b>	<b>Section 86 – Recording remitted rates</b> The Council must record the remitted rates; a) on the rates record for the rating unit as paid on the due date; and b) in accounting documents as paid by the local authority on behalf of the ratepayer in accordance with the relevant objective in the remission policy.	1) Chief Executive



# Pūrongo-Whakamārama Information Report

To	Ordinary Council
From	Kaihautū Toitū te Taiao / Environment and Sustainability Manager, Rebecca Martin
Date	13 December 2021
Subject	<b>Mayoral Forum Submission to Ministry for the Environment on draft Emissions Reduction Plan</b>

(This report shall not be construed as policy until adopted by full Council)

## Whakarāpopoto Kāhui Kahika / Executive Summary

1. The purpose of this report is to present Councillors with the Mayoral Forum’s submission to the Ministry for the Environment (MfE) on their recently released discussion document: “Te hau mārohi ki anamata, Transitioning to a low-emissions and climate-resilient future, draft Emissions Reduction Plan.”
2. The MfE draft Emissions Reduction Plan ([Appendix 1](#)) presents a range of actions and recommendations, across all facets of society, on the action that Aotearoa NZ must take to reduce greenhouse gas emissions in order to meet its responsibilities under the Paris Agreement.
3. The Council, communities and ratepayers are affected parties from these proposals. We know that the public will have a high level of interest in the final national Emissions Reduction Plan. Therefore, due to the constrained timeframes around the consultation period, a formal submission has been lodged with the MfE on behalf of the combined Taranaki Councils, via the Mayoral Forum ([Appendix 2](#)).

## Taunakitanga / Recommendation

THAT the Council receives the Mayoral Forum submission to MfE on their draft Emissions Reduction Plan ([Appendix 2](#)).

## Kupu Whakamārama / Background

4. The Climate Change Response Act 2002 requires MfE to publish a national emissions reduction plan by 31 May 2022, setting out how the country will meet our national and international climate targets.
5. MfE released a discussion document on their draft national Emissions Reduction Plan (ERP) ([Appendix 1](#)) on 13 October 2021 for public consultation. The consultation period closed on 24 November 2021.

6. The ERP is based on advice MfE received from the independent Climate Change Commission (the Commission) in May 2021. It is a wide-ranging plan and will set the direction on climate action for Aotearoa New Zealand for the next 15 years, by implementing policies and strategies across all sectors of our society, including transport, energy, waste, building and construction and agriculture and forestry.
7. The ERP proposes broadly accepting the Commission's advice on emissions budgets, with some minor modifications to take account of new developments since the release of the Commission's final report on 31 May 2021. In particular, MfE has revised the Commission's recommended budgets to recognise the changes in projected forestry emissions resulting from the latest Afforestation and Deforestation Intentions Survey.
8. Apart from the above and some other relatively minor changes, the ERP is relatively unchanged from the Commission's advice, which the Council previously submitted on earlier this year.
9. Given the short timeframe for the consultation period and the fact that much of the advice in our previous submissions to the Commission had not been picked up in the draft ERP, the four Taranaki Councils submitted a joint submission on some high-level points via the Mayoral Forum (Appendix 2), to ensure our submission response speaks with a single "Taranaki Voice" that represents the local government sector in Taranaki, and promotes the interests of the communities and the region we serve.
10. At a high-level, the Mayoral Forum submission expresses a qualified support for the ideas in the draft Emissions Reduction Plan, but disappointment that there continues to be a distinct lack of information about how the potential actions will be implemented or prioritised. The Councils are also concerned about a one size fits all approach, which could result in Taranaki communities being disproportionately affected, and a continued lack of clarity around local government's role in a transition to a low emissions future.

#### **Existing Council Policy**

11. The Mayoral Forum submission aligns with the Council's previous submission to the Commission on national emissions budgets for Aotearoa New Zealand.
12. The Mayoral Forum submission is also aligned and consistent with Council's Community Outcomes, the draft Environment and Sustainability Strategy and the 2021-2031 Long Term Plan (LTP).
13. Nothing in this submission is inconsistent with any Council policy, plan or strategy.
14. This matter contributes to the following community outcomes as detailed below:
  - Vibrant South Taranaki
  - Together South Taranaki
  - Prosperous South Taranaki; and
  - Sustainable South Taranaki.

15. Our communities are highly engaged in conversations around climate change and the draft ERP is likely to generate wide public interest. However, the Mayoral Forum submission itself is not likely to generate wide public interest. The community's views and preferences are well known through the consultation in 2017 and 2018 on the current LTP. The Community Vision exercises carried out to inform the draft 2021-2031 LTP. The majority of the community is in favour of increased action on climate change.

### **Legislative Considerations**

16. The Mayoral Forum submission is consistent with the Local Government Act (LGA) and aligns with the expectations and advice from Central Government, the Office of the Auditor General, Department of Internal Affairs and Local Government New Zealand around Council's responses to climate change and environmental sustainability issues.

### **Whakakapia / Conclusion**

17. The four Taranaki Councils have lodged a submission with MfE on their draft Emissions Reduction Plan, via the Mayoral Forum (Appendix 2).
18. The Councils will be directly affected parties if the draft Emissions Reduction Plan is gazetted as currently written. Most of the new legislative requirements within these recommendations will fall on local government to resource and implement.
19. However, the cost to Councils of implementing these new requirements is not yet known, as no detail has been provided on what an implementation package would look like.



Rebecca Martin

**Kaihautū Toitū te Taiao /  
Environmental and Sustainability Manager**



[Seen by]

Liam Dagg

**Kaiarataki Taiao /  
Group Manager Environmental Services**

Appendix 1



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

Have your say and shape the emissions reduction plan



New Zealand Government



**Disclaimer**

The information in this publication is, according to the Ministry for the Environment's best efforts, accurate at the time of publication. However, users of this publication are advised that:

- The information does not alter the laws of New Zealand, other official guidelines, or requirements.
- It does not constitute legal advice, and users should take specific advice from qualified professionals before taking any action based on information in this publication.
- The Ministry does not accept any responsibility or liability whatsoever whether in contract, tort, equity, or otherwise for any action taken as a result of reading, or reliance placed on this publication because of having read any part, or all, of the information in this publication or for any error, or inadequacy, deficiency, flaw in, or omission from the information in this publication.
- All references to websites, organisations or people not within the Ministry are for convenience only and should not be taken as endorsement of those websites or information contained in those websites nor of organisations or people referred to.

This document may be cited as: Ministry for the Environment. 2021. *Te hau mārohi ki anamata | Transitioning to a low-emissions and climate-resilient future: Have your say and shape the emissions reduction plan*. Wellington: Ministry for the Environment.

Published in October 2021 by the  
Ministry for the Environment  
Manatū Mō Te Taiao  
PO Box 10362, Wellington 6143, New Zealand

ISBN: 978-1-99-003368-1  
Publication number: ME 1581

© Crown copyright New Zealand 2021

This document is available on the Ministry for the Environment website: [environment.govt.nz](https://environment.govt.nz).

## Contents

Message from the Minister of Climate Change	5
Why we're consulting	7
Introduction	9
Meeting the net-zero challenge	19
Transition pathway	19
Working with our Tiriti partners	25
Making an equitable transition	26
Aligning systems and tools	32
Government accountability and coordination	32
Funding and financing	34
Emissions pricing	36
Planning	40
Research, science and innovation	42
Behaviour change – empowering action	46
Moving Aotearoa to a circular economy	48
Transitioning key sectors	54
Transport	54
Energy and industry	81
Building and construction	90
Agriculture	97
Waste	101
F-gases	111
Forestry	115
How to have your say	124
Timeframes	124
How to provide feedback	124
More information	124
Publishing and releasing submissions	125
Appendix: Waste emission policy options and supporting technical information	126
Glossary	128

## Tables

Table 1:	The Commission’s recommended budgets for 2022–25, 2026–30, 2031–35 (Mt CO <sub>2</sub> e)	10
Table 2:	The Government’s proposed budgets for 2022–25, 2026–30, 2031–35 (Mt CO <sub>2</sub> e)	10
Table 3:	Modelled emissions reduction estimates from new and proposed policies to help meet the proposed budget for 2022–25 (Mt CO <sub>2</sub> e)	11
Table 4:	New strategies and policies that we seek your feedback on	14
Table 5:	Guiding principles for Government decisions on the emissions reduction plan	20
Table 6:	Steps to reduce transport emissions over first three budget periods	58
Table 7:	Key transport policies we have committed to	61
Table 8:	Draft schedule for phase out of goods and systems containing high GWP refrigerants	113
Table 9:	Projected net carbon removals from forestry: current projections and the Commission’s demonstration pathway (Mt CO <sub>2</sub> e)	116
Table 10:	Waste policies abatement scenarios for each budget period	126

## Figures

Figure 1:	The Climate Change Response Act sets out tools for the transition (the Zero Carbon Framework)	9
Figure 2:	Aotearoa New Zealand’s pathway to Carbon Zero	18
Figure 3:	Projected impact of climate change on Aotearoa	23
Figure 4:	Ministry of Transport’s emissions projections for transport	55
Figure 5:	Transport emissions with committed policies	63
Figure 6:	Potential emission reductions for each focus area, compared to 2019	77
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	78
Figure 8:	Focus 2 – the relative impact of actions to decarbonise light vehicles on emissions by 2035	79
Figure 9:	Focus 3 – the relative impact of actions to decarbonise heavy transport and freight on emissions by 2035	80
Figure 10:	Emissions from the energy and industry sectors	82
Figure 11:	The waste hierarchy	102
Figure 12:	Total projected methane emissions from waste showing the impact of proposed combined waste policy options	109

## 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.

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 CO<sub>2</sub>e)<sup>1</sup>**

Budget period	2022–25	2026–30	2031–35
All gases, net (AR5) <sup>2</sup>	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.<sup>3</sup>

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 MtCO<sub>2</sub>e 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 MtCO<sub>2</sub>e lower in the second emissions budget period and 11 MtCO<sub>2</sub>e 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 MtCO<sub>2</sub>e.

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 CO<sub>2</sub>e)**

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

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

<sup>1</sup> Megatonnes (million tonnes) carbon dioxide equivalent.

<sup>2</sup> The Commission’s recommended emissions budgets are based on GWP<sub>100</sub> (global warming potential over 100 years) metric values from the Intergovernmental Panel on Climate Change’s (IPCC) *Fifth Assessment Report* (AR5).

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

<sup>10</sup> Transitioning to a low-emissions and climate-resilient future

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 officials<sup>4</sup> to require an additional reduction of 7.7<sup>5</sup> Mt CO<sub>2</sub>e 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 CO<sub>2</sub>e 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 CO<sub>2</sub>e)**

	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
<b>Total</b>	<b>2.6</b>	<b>5.6</b>
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.

<sup>4</sup> The officials’ estimates discussed in this section were calculated using the current GWP<sub>100</sub> metric values from the Intergovernmental Panel on Climate Change’s (IPCC) *Fourth Assessment Report* (AR4.)

<sup>5</sup> 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.<sup>6</sup>

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.

---

<sup>6</sup> 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 CO<sub>2</sub>e 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.<sup>7</sup>

### 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.

<sup>7</sup> [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"> <li>Principles to inform the strategy.</li> </ul>
Working with our Tiriti partners	<ul style="list-style-type: none"> <li>Developing a strategy to embed Te Tiriti o Waitangi (Treaty of Waitangi) principles in future emissions reduction plans.</li> <li>Working together, Government and iwi/Māori designing a number of national-level strategies, including a <b>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.</b></li> <li>Supporting Māori to create a transition strategy that responds to the particular priorities and needs of the Māori economy and Māori people.</li> </ul>
Making an equitable transition	<ul style="list-style-type: none"> <li>Developing an <b>Equitable Transitions Strategy</b> to drive a well-signalled and inclusive transition, which maximises opportunities and minimises disruption and inequities.</li> <li><b>Developing measures to support firms and households to understand and reduce their emissions footprint.</b></li> <li>Promoting business and job opportunities in low-emissions sectors.</li> <li>Supporting workers, households and communities to understand, plan and manage the transition.</li> <li>Developing measures to better monitor and respond to the impacts of the transition.</li> </ul>
Government accountability and coordination	<ul style="list-style-type: none"> <li>Improved coordination and monitoring across Government in order to implement the emissions reduction plan and respond to the climate emergency.</li> </ul>
Funding and finance	<ul style="list-style-type: none"> <li>No additional policies. Note: The emissions reduction plan will reflect the work currently underway, including aligning and mobilising public finance.</li> </ul>
Emissions pricing	<ul style="list-style-type: none"> <li>Encouraging gross emission reductions through the New Zealand Emissions Trading Scheme (NZ ETS).</li> <li>Improving market governance.*</li> <li>Reviewing free industrial allocation.*</li> </ul>
Planning	<ul style="list-style-type: none"> <li><b>Integrating emissions reduction into land-use planning and investments as part of the resource management reforms currently underway.</b></li> <li><b>Integrating emissions into urban planning and funding.</b></li> </ul>
Research, science and innovation	<ul style="list-style-type: none"> <li>Setting research priorities through the Ministry of Business, Innovation and Employment's (MBIE's) Future Pathways programme.</li> <li>Exploring ways to foster start-ups, including those that address environmental challenges such as emissions reductions.</li> <li>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).</li> </ul>
Behaviour change	<ul style="list-style-type: none"> <li>Establishing a fund to drive behaviour change.</li> </ul>

Circular and bioeconomy	<ul style="list-style-type: none"> <li>• Developing a strategy for moving to a <b>circular economy with a thriving bioeconomy</b>, which outlines the vision, guiding principles, roadmap and the Government's role.</li> <li>• Developing a circular sustainable development pilot fund to support business, communities and iwi to further move to a circular economy.</li> <li>• Developing further science and innovation support for the circular economy, including start-up support, innovation infrastructure and capability, and exploring mission-led innovation.</li> <li>• <b>Accelerating the uptake of bioenergy through further supporting market facilitation of bioenergy.</b></li> <li>• Building knowledge and education on circular economy. Identifying skill needs and training options.</li> </ul>
Transport	<ul style="list-style-type: none"> <li>• Introducing four transport targets:             <ul style="list-style-type: none"> <li>– <b>reduce vehicle kilometres travelled (VKT) by cars and light vehicles by 20 per cent by 2035</b> through providing better travel options, particularly in our largest cities</li> <li>– increase <b>zero-emissions vehicles to 30 per cent of the light fleet by 2035</b></li> <li>– reduce emissions from <b>freight transport by 25 per cent by 2035</b></li> <li>– reduce the emissions <b>intensity of transport fuel by 15 per cent by 2035.</b></li> </ul> </li> <li>• <b>Integrating land use, urban development and transport planning and investments to reduce transport emissions.</b></li> <li>• Implementing mode-shift plans for our largest cities and begin planning for other urban areas.</li> <li>• <b>improving the reach, frequency and quality of public transport.</b></li> <li>• Providing national direction to deliver a <b>step-change in cycling and walking rates.</b></li> <li>• <b>Supporting local government to accelerate widespread street/road reallocation to support public transport, active travel and placemaking.</b></li> <li>• Making school travel greener and healthier.</li> <li>• Improving access and travel choice for the transport disadvantaged.</li> <li>• Reducing public transport fares.</li> <li>• <b>investigating the potential for public transport, walking and cycling in rural and provincial areas.</b></li> <li>• Enabling congestion pricing and investigate how we can use other pricing tools to reduce transport emissions.</li> <li>• Ensuring further investment in additional highway and road capacity for light private vehicles is consistent with climate change targets.</li> <li>• <b>Implementing community-based solutions to make low-emission vehicles (including e-bikes) more accessible for low-income New Zealanders and others facing transport disadvantage.</b></li> <li>• Introducing measures to avoid Aotearoa becoming a dumping ground for high-emitting vehicles rejected by other countries.</li> <li>• Setting a <b>maximum CO<sub>2</sub> limit for individual light ICE vehicle imports</b> to tackle the highest emitting vehicles.</li> <li>• Investigating how the tax system should be used to avoid disadvantaging clean transport options.</li> <li>• Introducing a vehicle scrappage scheme to support low-income New Zealanders shift to low-emissions transport.</li> <li>• Partnering on <b>solutions to supply constraints for low-emissions vehicles.</b></li> <li>• Determining whether there are legislative barriers to the use of some types of low-emission vehicles.</li> <li>• Accelerating the decarbonisation of trucks.</li> <li>• Developing a Freight and Supply Chain Strategy.</li> <li>• Implementing the New Zealand Rail Plan and investigate options to encourage greater use of coastal shipping.</li> <li>• Investigating ways to reduce aviation and maritime emissions.</li> <li>• Introducing a <b>sustainable biofuels mandate.</b></li> <li>• Producing a <b>national electric vehicle (EV) infrastructure plan.</b></li> </ul>

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

\*These actions are subject to separate consultation.

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

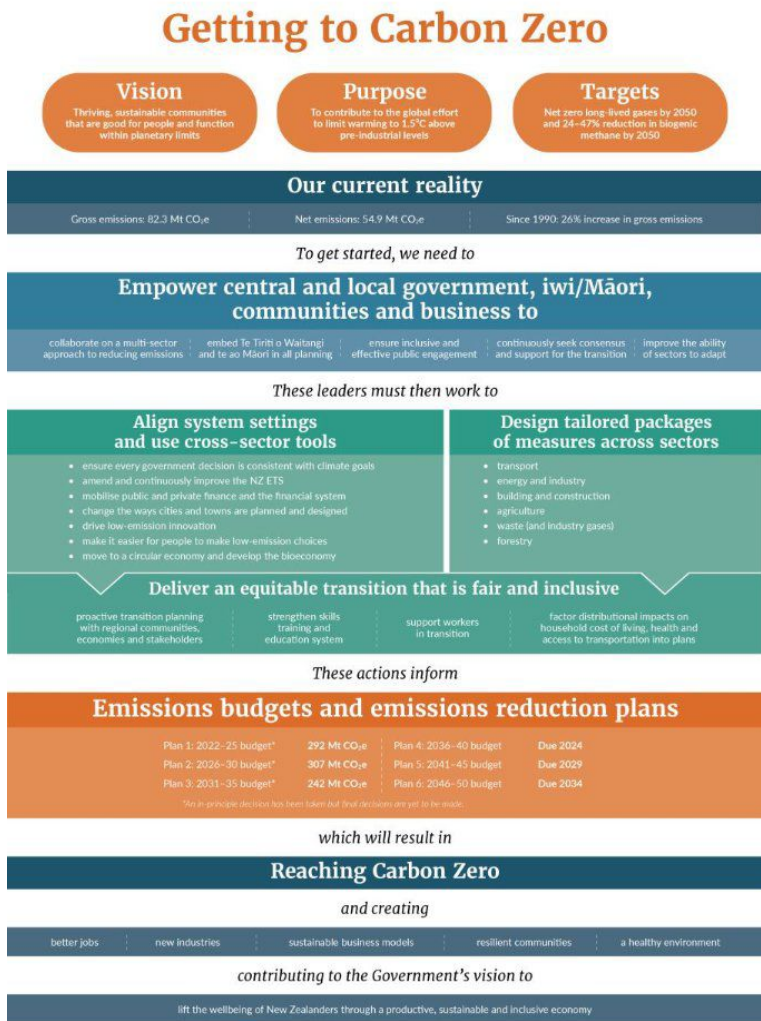
A successful transition requires both short- and long-term actions, covering every sector of the economy and society, and meeting all the requirements of the CCRA.

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.<sup>8</sup> It will also set the measures to meet the second and third budgets, including the urgent policies that must be in place before 2025.<sup>9</sup>

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.

<sup>8</sup> Section 5ZG of the Climate Change Response Act 2002.

<sup>9</sup> 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"> <li>• recognise and foster opportunities for affected regions, communities, employees, employers, and iwi and Māori, to reduce emissions in ways that work best for them</li> <li>• incorporate te ao Māori in transition planning</li> <li>• 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"> <li>– exacerbating existing inequities</li> <li>– penalising early movers</li> <li>– compounding historic grievances with iwi/Māori</li> <li>– leaving too much of a burden for future generations</li> <li>– exacerbating environmental issues.</li> </ul> </li> </ul>
An evidence-based approach	<ul style="list-style-type: none"> <li>• draw on a range of sources including (but not limited to) the Intergovernmental Panel on Climate Change (IPCC), and mātauranga Māori</li> <li>• ensure emissions reductions are developed using the most up-to-date science and take into account our domestic context and international commitments.</li> </ul>
Environmental and social benefits beyond emissions reductions	<ul style="list-style-type: none"> <li>• promote nature-based solutions, which can sequester carbon while building resilience to climate change impacts and supporting biodiversity</li> <li>• consider wider benefits as a reason to act – such as building resilience, and broader social, health, economic, environmental and cultural benefits.</li> </ul>
Upholding Te Tiriti o Waitangi	<ul style="list-style-type: none"> <li>• strengthen the partnership approach and actively supporting iwi/Māori with this effort</li> <li>• apply Māori values and mātauranga Māori to the transition</li> <li>• involve a variety of Māori voices in the design and development of the transition.</li> </ul>
A clear, ambitious and affordable path	<ul style="list-style-type: none"> <li>• make predictable and stable policies, which are communicated early and clearly so that households, businesses, investors and industry can make investment choices</li> <li>• design effective policies that recognise the connections and flow-on effects within systems</li> <li>• use commercially available, low-emissions technology now, while fostering ambition, knowledge and innovation</li> <li>• acknowledge uncertainty and consider options that can adapt over time.</li> </ul>

### 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.<sup>10</sup> 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?

<sup>10</sup> 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.

22 Transitioning to a low-emissions and climate-resilient future

**QUESTIONS**

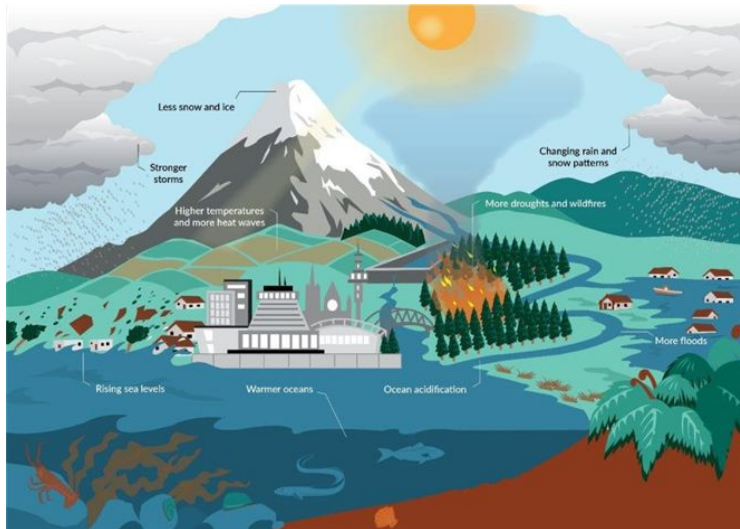
4. How can the emissions reduction plan promote nature-based solutions that are good for both climate and biodiversity?
5. Are there any other views you wish to share in relation to the Transition Pathway?

**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.

**Commented [RM1]:** What does this look like? This is the first I've heard of it!

### *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?

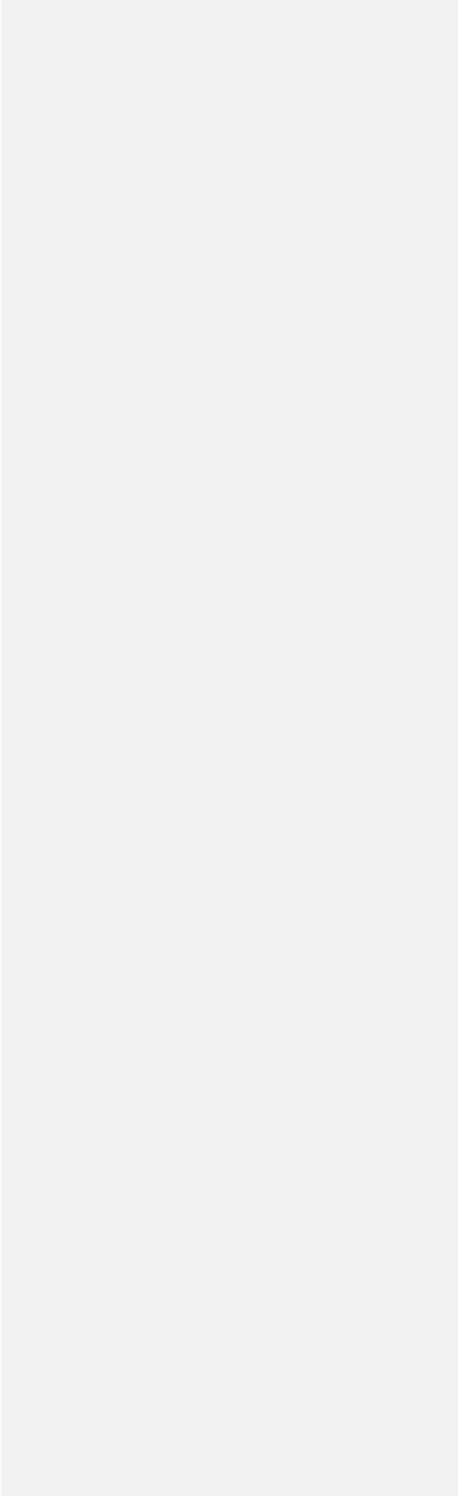
The Commission suggests that the Equitable Transitions Strategy should be co-designed alongside iwi/Māori, local government, regional economic development agencies, businesses, workers, unions, the disability community and community groups.

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,<sup>11</sup> 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,<sup>12</sup> 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.

---

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

<sup>12</sup> 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.<sup>13</sup> 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:

<sup>13</sup> 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.

34 Transitioning to a low-emissions and climate-resilient future

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 CO<sub>2</sub>e. Participants are required to surrender one NZU for each tonne of CO<sub>2</sub>e they produce. Participants who remove CO<sub>2</sub>e 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 reserve<sup>14</sup> 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,<sup>15</sup> 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 CO<sub>2</sub>e) and there will only be sufficient suitable land for afforestation for the next 30 to 50 years, at projected planting rates.

<sup>14</sup> 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.

<sup>15</sup> 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 system<sup>16</sup> yields scientific knowledge and innovation to drive the transition, including lower emission practices. It also promotes mātauranga Māori in addressing the problems and opportunities.

---

<sup>16</sup> 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).

<sup>42</sup> Transitioning to a low-emissions and climate-resilient future

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 world<sup>17</sup>
- support for the Bioresource Processing Alliance, which helps reduce waste through high-value products from low-value biological resources<sup>18</sup>
- the Strategic Science Investment Fund (SSIF),<sup>19</sup> 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,

<sup>17</sup> 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](#).

<sup>18</sup> See the [Bioresource Processing Alliance](#).

<sup>19</sup> 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 innovation<sup>20</sup> 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.

---

<sup>20</sup> 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.<sup>21</sup> 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).

---

<sup>21</sup> 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 CO<sub>2</sub> 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.

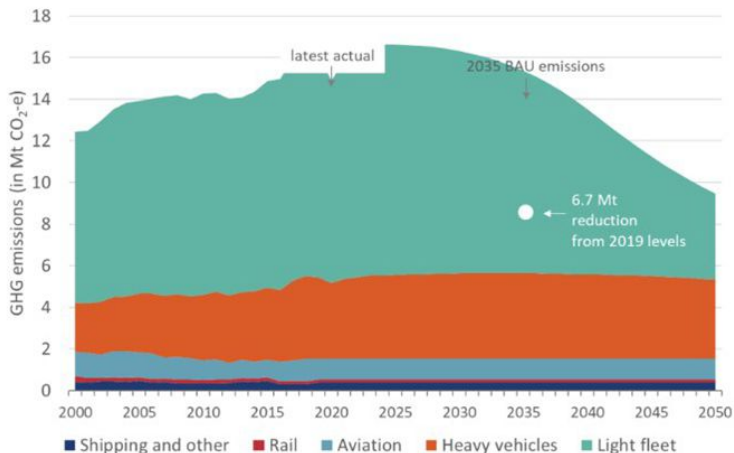
The scale of change to achieve these reductions and complete decarbonisation cannot be overstated.

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 *Hikina te Kohupara – Kia mauri ora ai te iwi – Transport Emissions: Pathways to Net Zero by 2050 (Hikina 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, *Hikina te Kohupara* and insights from feedback on *Hikina 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 fuels<sup>22</sup>.
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 *Hikina 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 *Hikina 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.

---

<sup>22</sup> 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.</p> <p>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 CO<sub>2</sub> 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 <sup>23</sup>
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 <sup>24</sup>
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

<sup>23</sup> 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*.

<sup>24</sup> 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**

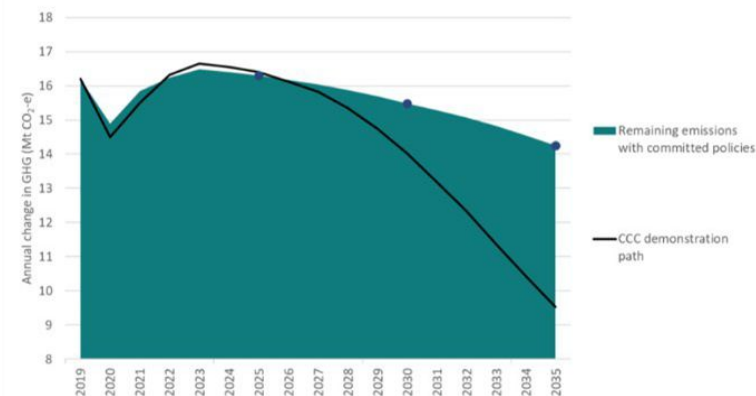
Under high NZ ETS price conditions<sup>25</sup> the cumulative impact of the Clean Car package, progress on decarbonising the public transport bus fleet, and RUC exemption policies, is 0.22 Mt over the 2022–25 period. Along with changes in the vehicle fleet’s profile and fuel efficiencies over time, 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.

<sup>25</sup> 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

62 Transitioning to a low-emissions and climate-resilient future

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.<sup>26</sup> 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.

---

<sup>26</sup> 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 *Hikina 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 CO<sub>2</sub> 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 CO<sub>2</sub> limit for individual light vehicles imported into Aotearoa. This would specify the grams of CO<sub>2</sub> 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 *Hikina 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](#).<sup>27</sup>

- 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.

---

<sup>27</sup> Ministry of Transport. [Green Freight Strategic Working Paper](#). 2020. Wellington: Ministry of Transport.

72 Transitioning to a low-emissions and climate-resilient future

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 emissions<sup>28</sup>*

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 emissions<sup>29</sup>*

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

---

<sup>28</sup> This covers aviation for both freight and passengers.

<sup>29</sup> 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 plan<sup>30</sup>*

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 *Hikina 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.

<sup>30</sup> 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**

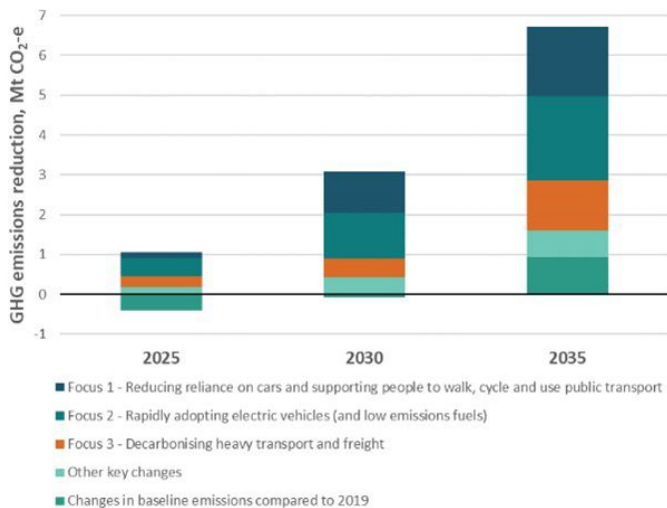


Figure 6 illustrates how each focus area can contribute to achieving a 41 per cent reduction in transport emissions by 2035 (or 6.7 mega-tonne reduction) from 2019 levels.

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.

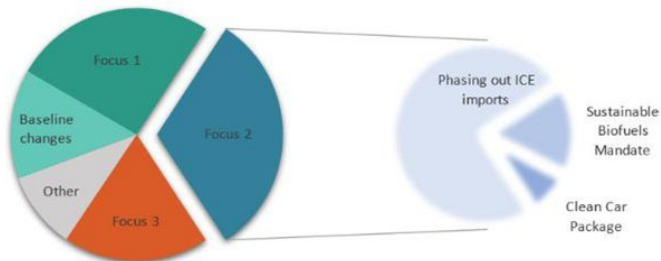
**Key assumptions**

- 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 *Hikina 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**



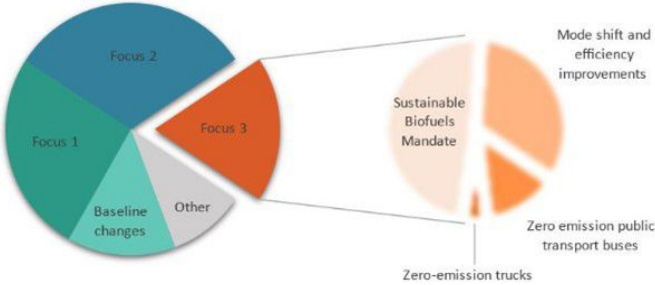
**Key assumptions**

- 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 *Hīkina 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.

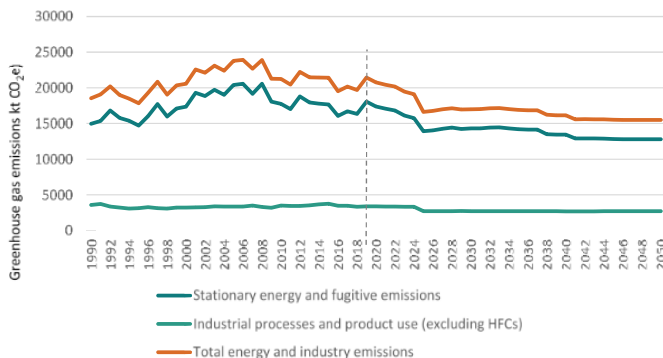
In 2019, emissions from these sectors made up 26 per cent of our total gross greenhouse gas emissions. This includes:



- 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).<sup>31</sup>

**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.

<sup>31</sup> 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.

82 Transitioning to a low-emissions and climate-resilient future

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 CO<sub>2</sub>e 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.<sup>32</sup> 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.

---

<sup>32</sup> Gas Industry Company Limited. 2021. [Gas market settings investigation consultation paper](#). Wellington: Gas Industry Company Limited.

*Addressing current data gaps on energy use in Aoteaora 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 CO<sub>2</sub>e. 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)<sup>33</sup>. 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,<sup>34</sup> 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.

---

<sup>33</sup> 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.

<sup>34</sup> 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 CO<sub>2</sub>e 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.**<sup>35</sup> Using this approach, the sector directly contributed about 4 per cent of greenhouse gas (long-lived) emissions in 2018. Taking a consumption-based approach,<sup>36</sup> 15 per cent of these emissions in 2018 were building related.

<sup>35</sup> The production approach accounts for emissions at the point where they are emitted.

<sup>36</sup> 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

**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 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.<sup>37</sup>

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](#).)

---

to produce that good or service for final use from the extraction and manufacturing of materials, construction, through to deconstruction and waste disposal.

<sup>37</sup> Ministry of Business, Innovation & Employment. 2020. *Energy in New Zealand*. Wellington: Ministry of Business, Innovation & Employment.

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 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.<sup>38</sup> 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, 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](#).

#### QUESTIONS

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?

<sup>38</sup> Statistics NZ. 2020. *Housing in Aotearoa: 2020*. Wellington: Statistics NZ.

## QUESTIONS

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, 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.<sup>39</sup>

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.

---

<sup>39</sup> [Leading science partnerships; Global Research Alliance.](#)

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.

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.

## QUESTIONS

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 CO<sub>2</sub>e or around 4 per cent of gross emissions. These emissions comprised:

- methane (CH<sub>4</sub>) (92 per cent)
- nitrous oxide (N<sub>2</sub>O) (5 per cent)
- carbon dioxide (CO<sub>2</sub>) 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).<sup>40</sup>

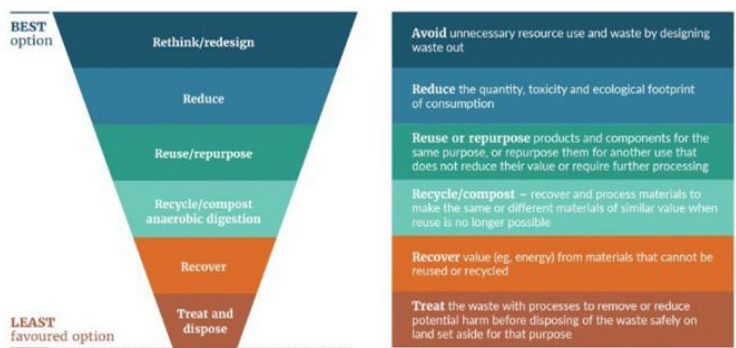
<sup>40</sup> Ministry for the Environment. 2021. *New Zealand's Greenhouse Gas Inventory 1990–2019*. Wellington: Ministry for the Environment.

**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.<sup>41</sup> 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.

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.

<sup>41</sup> 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.

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.<sup>42</sup>

#### 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.<sup>43</sup>

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

---

<sup>42</sup> 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.

<sup>43</sup> Hanson C, Mitchell P. 2017. [The business case for reducing food loss and waste](#). Washington DC: Champions 12.3.

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.

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 home<sup>44</sup> (down from 63 per cent in 2008<sup>45</sup>). Some households are limited in their ability to compost at home (for example because of a lack of space),<sup>46</sup> while others face different barriers.

---

<sup>44</sup> 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

<sup>45</sup> 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.

<sup>46</sup> For example, 25 per cent of New Zealanders live in housing with no garden, or only a container garden on their balcony.



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) report<sup>47</sup> 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.

#### *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

---

<sup>47</sup> WasteMinz. 2020. *Rethinking rubbish and recycling*. Auckland: WasteMinz.

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.<sup>48</sup> 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.

*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.<sup>49</sup> 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.

<sup>48</sup> On average, the latest [New Zealand greenhouse gas inventory](#) assumes the lifetime efficiency of LFG capture at 'open' landfills as 68 per cent.

<sup>49</sup> 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.

**Figure 12: Total projected methane emissions from waste showing the impact of proposed combined waste policy options**

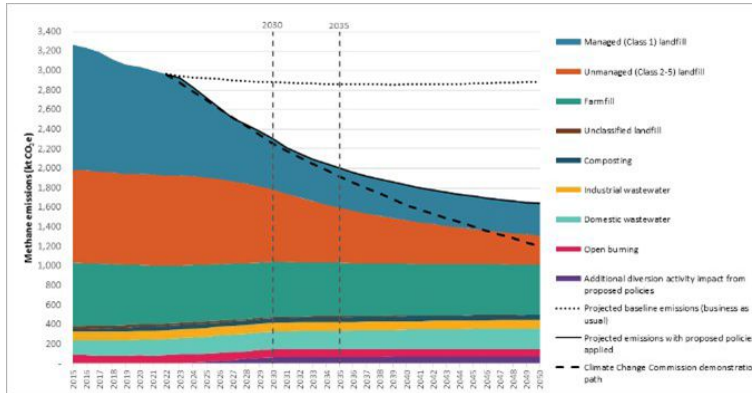


Figure 12 shows that the combined effect of targeting biogenic methane emissions through reduction, diversion and improvements to LFG capture in the first two budget periods (to 2030) puts waste emissions at 96 per cent of the reduction path in 2030. This chart shows all sources of methane emissions from waste. Modelled impacts have varying degrees of uncertainty.

Individual abatement options modelled are presented in the [Appendix](#).

*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 waste<sup>50</sup> 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.

<sup>50</sup> In practice, waste streams may be mixed or processed separately, pending markets and end use applications.

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 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?

## QUESTIONS

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 CO<sub>2</sub>. 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 (CO<sub>2</sub>). For example, if leaked to the atmosphere, a refrigerant with a GWP of 750 would have a warming impact 750 times that of CO<sub>2</sub>.

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
	2022	2022	2023	2028



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
<b>Residential refrigerators and dehumidifiers</b>	Low charge (less than 150g) means many are already using isobutane (GWP <1) or propane (GWP <1).		R450A <sup>51</sup> (GWP 600) or R513A (GWP 32) are likely drop-ins (assume available by 2022).	Uncertain whether R600a could be a safe drop-in; 5-year delay to GWP <150 (after which appliances may become unserviceable).
<b>Residential air conditioning, heat pumps and air conditioners</b>	<b>2022</b> New systems rapidly moving to R32 (GWP 675).	<b>2026</b> One year after the EU's planned prohibition.	<b>2023</b> R466A (GWP 763) or similar are possible drop-ins.	<b>2032</b> A GWP <150 drop-in for service is unlikely; this date signals likely replacement.
<b>Residential water-heating heat pumps</b>	<b>2023</b> Lead time for locally made systems. HFCs, CO <sub>2</sub> , R513A (629)/R450A (GWP 600) or R32 (GWP 675) should be viable.	<b>2025</b> May need system development to reach this target.	<b>2023</b> R513A (GWP 629)/R450A (GWP 600) are likely drop-ins.	<b>2032</b> A GWP <150 drop-in for service is unlikely; this date signals likely replacement.
<b>Vehicle air conditioning excluding trains and buses</b>	<b>2023 (new)</b> <b>2028 (used)</b> Most vehicles are imported; schedules depend on manufacturers.	<b>2023 (new)</b> <b>2028 (used)</b>	<b>2023</b> R513A (GWP 629)/R450A (GWP 600)/R446A (GWP 459) are likely drop-ins.	<b>2032</b> A GWP <150 drop-in for service is unlikely; this date signals likely replacement.
<b>Passenger vehicle air conditioning, eg, trains and buses</b>	<b>2023 (new)</b> Flammability and efficiency are significant constraints.	<b>2032</b>	<b>2023</b> R513A (GWP 629)/R450A (GWP 600) are likely drop-ins.	<b>2032</b> A GWP <150 drop-in for service is unlikely; this date signals likely replacement.
<b>Commercial air conditioning, eg, office buildings and retail including VRF systems</b>	<b>2024</b> Japan shifted to GWP <750 in 2020; readily available options expected soon.	<b>2029</b> Five-year lead time for GWP <150 as options are uncertain.	<b>2023</b> R513A (GWP 629)/R450A (GWP 600) are likely drop-ins.	<b>2032</b> A GWP <150 drop-in for service is unlikely; this date signals likely replacement.
<b>Commercial refrigeration – food retail, eg, supermarkets and self-contained cabinets</b>	<b>2023</b> Self-contained cabinets can shift to isobutane (GWP <1) and propane (GWP <1) relatively quickly. Larger supermarkets can use CO <sub>2</sub> .	<b>2023</b>	<b>2023</b> R513A (GWP 629)/R450A (GWP 600) or similar are likely drop-ins.	<b>2032</b> A GWP <150 drop-in for service is unlikely; this date signals likely replacement.
	<b>GWP limit &lt;1500</b>	<b>GWP limit &lt;750</b>	<b>GWP limit &lt;1500</b>	<b>GWP limit &lt;750</b>
<b>Commercial refrigeration with &lt;40kW rated capacity</b>	<b>2023</b> Limited non-flammable and efficient options.	<b>2028</b>	<b>2023</b> R513A (GWP 629)/R450A (GWP 600) and	<b>2032</b> A non-flammable GWP <750 drop-in for

<sup>51</sup> 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
excluding food retail and applications below -50°C, eg, food service, restaurants, walk-in cold rooms, milk vats			R407H (GWP 1495) or similar are likely drop-ins.	service is unlikely; this date signals likely replacement.
Transport refrigeration, eg, refrigerated trucks, shipping containers, fishing boats and reefer vessels	<b>2028</b>	<b>2032</b>	<b>2023</b> R513A (GWP 629)/ R450A (GWP 600) and R407H (GWP 1495) or similar are likely drop-ins.	<b>2032</b> A non-flammable GWP <750 drop-in for service is unlikely; this date signals likely replacement.
	Charge size makes non-flammable refrigerants hard to use.			
	<b>GWP limit &lt;2500</b>	<b>GWP limit &lt;150</b>	<b>GWP limit &lt;2500</b>	<b>GWP limit &lt;750</b>
Industrial refrigeration, eg, stationary refrigerant systems with rated capacity >40kW excluding applications below -50°C	<b>2023</b>	<b>2028</b>	<b>2023</b>	<b>2032</b>
	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?
  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.<sup>52</sup>

Based on these projections, forestry<sup>53</sup> 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 CO<sub>2</sub>e.

**Table 9: Projected net carbon removals from forestry: current projections and the Commission’s demonstration pathway (Mt CO<sub>2</sub>e)**

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

<sup>52</sup> 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](#).

<sup>53</sup> 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.

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 projections<sup>54</sup> 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. 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.

---

<sup>54</sup> The projections were updated after the [Afforestation Deforestation Intentions Survey](#).

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 ETS<sup>55</sup>).

We estimate that forests planted as a result of these grants could sequester around 46 million tonnes CO<sub>2</sub>e 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 exceptions<sup>56</sup>) 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 CO<sub>2</sub>e from 2022 to 2035.<sup>57</sup>

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 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.<sup>58</sup> About 80 per cent of Māori-owned land is less versatile,<sup>59</sup> and if not already forested, is often suitable for forest cover.

---

<sup>55</sup> 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.

<sup>56</sup> [When deforestation obligations don't apply](#), MPI.

<sup>57</sup> Under our international Kyoto Protocol and 2030 Paris Agreement, Aotearoa is liable for all forest deforestation.

<sup>58</sup> Business and Economic Research Limited (BERL) and the Reserve Bank of New Zealand. 2020. [Te Ōhanga Māori 2018 – The Māori Economy 2018](#).

<sup>59</sup> Statistics New Zealand, [Land fragmentation](#).

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.

#### *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 high<sup>60</sup> 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.

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

---

<sup>60</sup> 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.

RMA, including the National Environmental Standards for Plantation Forestry (NES-PF), will be moved into the proposed National Planning Framework.<sup>61</sup> 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.<sup>62</sup>

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.<sup>63</sup>

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

---

<sup>61</sup> 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.

<sup>62</sup> Ministry for the Environment. 2021. *New Zealand's greenhouse gas inventory 1990–2019*. Wellington: Ministry for the Environment.

<sup>63</sup> **Objective 13 of the Aotearoa NZ Biodiversity Strategy 2020** relates to nature-based solutions to climate change.



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.<sup>64</sup> 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.

#### 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:

<sup>64</sup> The Government is developing is proposing a National Policy Statement for Indigenous Biodiversity.

**QUESTIONS**

- 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](mailto: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](mailto: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](http://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 <sub>2</sub> e)	Second budget 2026–30 (kt CO <sub>2</sub> e)	Third budget 2031–35 (kt CO <sub>2</sub> e)	All budgets 2022–50 (kt CO <sub>2</sub> e)
<b>Food waste kerbside collection</b>				
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
<b>Garden waste kerbside collection</b>				
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
<b>Limits and ban on food and garden waste to managed landfill</b>				
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
<b>Limits and ban on other organic waste (non-food and garden) to managed landfill</b>				
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
<b>Reduction of paper waste to managed landfill due to commercial recycling initiatives</b>				
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
<b>Reduction of wood waste to managed landfill due to construction changes</b>				
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 <sub>2</sub> e)	Second budget 2026–30 (kt CO <sub>2</sub> e)	Third budget 2031–35 (kt CO <sub>2</sub> e)	All budgets 2022–50 (kt CO <sub>2</sub> e)
<b>Reduction of food and garden waste due to education campaign</b>				
Low – small-scale campaign	-5	-29	-37	-200
Medium – medium-scale campaign	-7	-38	-49	-267
High – large-scale campaign	-9	-48	-61	-334
<b>Expansion of landfill gas (LFG) capture to managed landfills without LFG capture systems</b>				
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
<b>Existing LFG capture system efficiency improvement</b>				
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
<b>Limits and ban on organic waste to unmanaged landfill*</b>				
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
<b>Total reduction</b>				
<b>Low</b>	<b>-138</b>	<b>-982</b>	<b>-1,874</b>	<b>-15,313</b>
<b>Medium</b>	<b>-197</b>	<b>-1,522</b>	<b>-2,887</b>	<b>-19,436</b>
<b>High</b>	<b>-335</b>	<b>-2,235</b>	<b>-3,870</b>	<b>-23,006</b>
<b>Emissions without these policies</b>	<b>12,858</b>	<b>15,855</b>	<b>15,741</b>	<b>91,721</b>
<b>Emissions with these policies</b>				
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
<b>Emissions budget (Commission's path)</b>	<b>12,402</b>	<b>13,516</b>	<b>11,598</b>	<b>64,135</b>

Note: negative values indicate emissions reductions; positive values indicate increased emissions

## Glossary

Term	Definition
<b>2050 target</b>	Net zero emissions of all greenhouse gases (except biogenic methane) and biogenic methane emissions reductions of 24–47 per cent below 2017 levels.
<b>Abatement</b>	Efforts to reduce or remove emissions.
<b>Active travel</b>	Walking, cycling and other non-motorised forms of travel.
<b>Adaptation</b>	Efforts to respond to a changing climate.
<b>Anaerobic digestion</b>	The process of breaking down organic material in the absence of oxygen; used to manage waste or to produce fuels.
<b>Bioenergy</b>	Renewable energy produced by living organisms.
<b>Biofuel</b>	Fuel produced from plant or animal waste.
<b>Biogenic methane</b>	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 <sub>2</sub> 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).
<b>Carbon sequestration/ sink</b>	Any reservoir, natural or otherwise, that absorbs more carbon than it releases, thereby lowering the concentration of CO <sub>2</sub> in the atmosphere. Examples include vegetation, forests, peatland and the ocean.
<b>CCRA</b>	Climate Change Response Act 2002.
<b>Circular economy</b>	An economic system based on designing out waste and pollution, reusing products and materials, and regenerating natural systems.
<b>Cleantech</b>	Clean technology – refers to a wide range of environmentally friendly practices and technology.
<b>Climate Change Commission (the Commission)</b>	A Crown entity that gives independent, evidence-based advice to the Government, to help Aotearoa move to a climate-resilient, low-emissions future.
<b>Climate Change Response (Zero Carbon) Amendment Act</b>	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.
<b>CO<sub>2</sub></b>	Carbon dioxide.
<b>CO<sub>2e</sub></b>	Carbon dioxide equivalent. Used to describe and compare different types of greenhouse gases, by comparing their warming potential to that of CO <sub>2</sub> .
<b>Cost containment reserve (CCR)</b>	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.
<b>Decarbonise</b>	Reduce CO <sub>2</sub> emissions through the use of low-carbon power sources.

Term	Definition
<b>Distributional impacts</b>	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.
<b>Embodied emissions</b>	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.
<b>Emissions budget</b>	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.
<b>Emissions</b>	Greenhouse gases, especially CO <sub>2</sub> , released into the atmosphere, where they trap heat or radiation.
<b>Emissions reduction plan</b>	A pathway towards the 2050 emissions target, with policies and strategies to reduce and remove emissions, in order to meet each emissions budget.
<b>F-gases</b>	Fluorinated gases, mainly used as refrigerants for heating and cooling.
<b>Fossil fuels</b>	Fuels such as coal, fossil gas and LPG, that release greenhouse gases and have potential health risks.
<b>Fossil gas</b>	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.
<b>Fugitive emissions</b>	Leaks of gases or vapours from containers (for example, appliances, storage tanks).
<b>Global Warming Potential (GWP)</b>	The GWP of a greenhouse gas is its ability to trap extra heat in the atmosphere over time, compared to CO <sub>2</sub> . A common GWP scale allows us to compare the impact of emissions and reductions of different gases.
<b>Greenhouse gases</b>	Gases in the atmosphere that trap the sun's heat by preventing it from leaving the atmosphere. Common greenhouse gases include water vapour, CO <sub>2</sub> , methane and nitrous oxide. Greenhouse gases covered by the CCRA are CO <sub>2</sub> , methane, nitrous oxide, HFCs, perfluorocarbons and sulphur hexafluorides.
<b>Hydrofluorocarbons (HFCs)</b>	Manmade greenhouse gases, with high GWP, used in refrigeration, air conditioning and other processes.
<b>Hydrofluoroolefins</b>	Alternative natural refrigerants with low GWP and zero ozone depletion potential.
<b>ICE</b>	Internal combustion engine (eg, in vehicles), which uses petrol or diesel and emits CO <sub>2</sub> .
<b>Kaitiakitanga</b>	Stewardship, guardianship.
<b>Kt CO<sub>2</sub>e</b>	Kilotonnes (thousand tonnes) CO <sub>2</sub> e.
<b>LFG</b>	Landfill gas, a by-product of decomposing organic waste in landfills, mainly composed of methane and CO <sub>2</sub> .



Term	Definition
<b>LFG capture</b>	The process used at modern landfills to capture landfill gas, which is then used for energy or flared.
<b>LPG</b>	Liquefied petroleum gas.
<b>Managed landfill</b>	Class 1 or municipal solid waste landfill (classification used for our greenhouse gas inventory).
<b>Mātauranga Māori</b>	Māori knowledge and knowledge systems.
<b>Mitigation</b>	Efforts to reduce or prevent emissions.
<b>Mode-shift</b>	A change from one form of transportation to another, eg, from a car to a bike.
<b>MRF</b>	Materials recovery facility.
<b>Mt CO<sub>2</sub>e</b>	Megatonnes (million tonnes) CO <sub>2</sub> e.
<b>Municipal landfill</b>	A landfill that accepts household waste as well as other wastes. Classified as Class 1.
<b>NABERSNZ rating</b>	An independent, government-backed system for rating the energy efficiency of office buildings.
<b>National Climate Change Risk Assessment (NCCRA)</b>	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.
<b>NDC</b>	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.
<b>Net zero</b>	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.
<b>NZ ETS</b>	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.
<b>Operational emissions</b>	Emissions from energy and other resources used when operating a building.
<b>Ozone</b>	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.
<b>Paris Agreement</b>	A legally binding international treaty on climate change mitigation, adaptation and finance, adopted by 196 parties in Paris and signed in 2016.

Term	Definition
<b>Product stewardship</b>	A scheme in which a producer, importer, retailer or consumer takes responsibility for reducing a product's environmental impact.
<b>Rangatiratanga</b>	Right to exercise authority and leadership, self-determination, ownership.
<b>Recovery</b>	Reusing and recycling waste.
<b>Resilience</b>	The ability to prepare for, and respond to hazards, risks and trends related to climate change.
<b>Rohe</b>	District, region, territory.
<b>RMA</b>	Resource Management Act 1991.
<b>Shared mobility</b>	Transportation resources or services that are shared among users. This includes carpools, car sharing and shared micromobility.
<b>Submission</b>	Feedback and views from individuals or organisations on a proposal (eg, in a discussion document), which they send to the relevant Ministry.
<b>Takiwā</b>	District, region, territory.
<b>Te ao Māori</b>	The Māori world view, acknowledging the interconnectedness of all living and non-living things.
<b>Te Tiriti</b>	Te Tiriti o Waitangi/the Treaty of Waitangi.
<b>The Ministry</b>	The Ministry for the Environment.
<b>Waste disposal levy</b>	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.
<b>Waste hierarchy</b>	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.
<b>Zero Carbon Framework</b>	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



24 November 2021

Emissions Reduction Plan consultation,  
Ministry for the Environment,  
PO Box 10362,  
Wellington 6143

Submitted by email to: [climateconsultation2021@mfe.govt.nz](mailto:climateconsultation2021@mfe.govt.nz)

Dear Sir/Madam,

**Combined Taranaki Councils' Submission on *Te hau mārohi ki anamata*, Transitioning to a low-emissions and climate-resilient future, draft Emissions Reduction Plan**

We thank the Ministry for the Environment (the Ministry) for the opportunity to comment on *Te hau mārohi ki anamata*.

As the three territorial authorities and the regional council (the Councils) responsible for implementing a large part of Taranaki's transition to a low-emissions future, we have particular interest in the consultation process informing Aotearoa New Zealand's National Emissions Reduction Plan. We recognise our role in leading, supporting and coordinating Taranaki's just transition to a low-emissions economy through our regulatory and non-regulatory functions. We also recognise the unique relationships the Councils have with their local communities, businesses, tangata whenua and iwi and hapū partners. These relationships will be essential if our transition is to be a just one for all our communities.

The Councils continue to work collaboratively on a number of the key reforms facing the sector and the region, including climate change, future of local government, resource management reform and three waters. We have prepared this combined submission on some high-level points in response to *Te hau mārohi ki anamata* to speak with a single "Taranaki Voice" that we feel better represents and promotes the interests of the communities and the region we serve. We trust that the Ministry also recognises the strength of this unity.

Our Regional Economic Development Agency Te Puna Umanga Venture Taranaki have also submitted on matters relating to how the ERP addresses wider economic development for the Taranaki region. While we are collectively not signatories to that document, we support their intent in making their submission.

We offer qualified support for *Te hau mārohi ki anamata* and the direction that government is proposing, subject to the specific comments contained below. Many of these points were points that we already raised in each Council's submissions to the Climate Change Commission on their "Climate action for Aotearoa" draft advice package. We attach those original submissions again to this submission for MFE's reference and integration into the finalised ERP.

For the people of Taranaki, there are some important considerations below that we would like the Ministry to consider and incorporate as part of this opportunity for consultation and feedback, and we wish to emphasise the following key points:

- The need for clarity around Aotearoa New Zealand's plans to reduce emissions
- Concerns around a one-size fits all approach to emissions reductions
- Ongoing reforms and Covid19
- General support for plans to reduce emissions
- The need for greater clarity on local government's role.
- Centralisation without clear co-ordination

#### **The need for clarity around Aotearoa's plans to reduce emissions**

The Councils express disappointment that *Te hau mārohi ki anamata* does not provide the necessary clarity and direction for how New Zealand will reduce emissions to further inform our submission.

*Te hau mārohi ki anamata* is not a draft National Emissions Reduction Plan, but a list of current actions, policies and potential options being explored by government, many of which have been consulted on by other agencies. There is also a distinct lack of information about how the potential actions will be implemented, or indeed prioritised.

It is a missed opportunity that we are not able to feedback on the specific issues that are important to Taranaki. This is particularly disappointing due to the disproportionate impact Taranaki will feel in the transition compared to other regions.

#### **Concerns around the one-size fits all approach to emissions reductions**

*Te hau mārohi ki anamata* takes a one-size fits all approach to reducing emissions, and largely disregards the disproportionately high impacts to regions like Taranaki, compared to other regions with lower per-capita emissions profiles.

Transitioning to a new environmental limits regime will be a significant issue for Taranaki, so realistic regional planning to enable this needs to be implemented with support from central government. We therefore submit that, when finalised, the National Emission Reduction Plan should consider detailed regional effects of emissions targets, economic impacts and social impacts.

Finally, the Councils are disappointed to see that the "working together in new ways" section (p 34) does not include local government as a part of the proposed partnership. We feel that this omission is a significant oversight.

#### **Ongoing reforms and COVID-19**

It is of note that our communities are both directly and indirectly impacted by the scale and breadth of the reforms which are afoot at present. The COVID-19 pandemic remains a source of instability while the forthcoming National Emissions Reduction Plan sits alongside major reforms in health, three waters, local government and the Resource Management Act.

Both these reforms and the pandemic necessarily create uncertainty and instability for people as residents, employees and investors in our region. It is requested that this uncertainty and its impacts be acknowledged and minimised by transparent communication and well-planned action from government.

#### **General support for plans to reduce emissions**

Reducing emissions in Taranaki means transitioning our economy and the way we do things across our communities. The local economy in Taranaki is predominantly comprised of industrial manufacturing, oil and gas, and primary industries, all of which will be affected by emissions reductions targets, carbon pricing and any future biogenic methane pricing.

The shifts required of the region are well documented through Taranaki 2050 and Tapuae Roa. These need adequate support to ensure the region transitions to a low-emissions economy while keeping the things that are great about Taranaki, and planning for inclusive growth.

The Councils offer general support for emission reduction options and initiatives across different sectors, and note the following:

- Energy

We support, in principle, the decarbonisation of the energy sector and the renewable targets set out in *Te hau mārohi ki anamata*. However, we caution the phase out of fossil fuels prior to available, economically viable technology alternatives (especially for the hard to abate manufacturing and commercial transport sectors).

We agree with the need for a Strategy to guide our energy transition, but this must be co-designed and developed in collaboration with all affected parties. In particular, this strategy needs a clearly articulated plan on how to meet the energy trilemma: affordability, access and energy security.

We acknowledge the importance of the Emissions Trading Scheme to achieving emissions budgets and support recommendations from the Climate Change Commission to review industrial allocation of New Zealand Units to ensure that emissions intensive and trade exposed industries, such as the Taranaki petrochemical sector, does not drive emissions leakage offshore.

- Agriculture

The Councils support the general intention of *Te hau mārohi ki anamata's* proposal to support a lower carbon agricultural sector. However, Taranaki farming communities will need to be provided with comprehensive support and training and be enabled to invest in real-world on-farm technology and initiatives to enable them to successfully transition to low-carbon farming methodologies.

- Transport

The Councils acknowledge that centres with large populations will be advanced a greater and earlier share of investment in low carbon options. However, in order not to exacerbate equity issues, Taranaki requires support as we pursue the required innovative thinking to resolve our transport challenges.

Taranaki is a predominantly rural region, with a mid-sized city and several smaller urban areas dispersed over a large geographic area. Our rural economy and communities' mobility and connectivity are heavily road and vehicle dependent, with few alternative transport options available. Our rural areas have a low level of public transport options when compared with more urbanised districts or regions, with low patronage and limited electric vehicle infrastructure.

Councils will need significant funding to incentivise active/shared transport options everywhere, including small rural towns. Regional communities will be significantly impacted if the government activates levers to deter the use of Internal Combustion Engine cars while not providing suitable alternatives, creating barriers for accessing employment, education, health and social infrastructure in Taranaki.

- Tangata whenua partnerships

The Councils support the Ministry's commitment to a greater role for tangata whenua to partner, be included in planning and help implement the initiatives proposed in *Te hau mārohi ki anamata*. Based on our experience in working with the Iwi of Taranaki, the strongest partnerships and best results for all parties come when that relationship recognises the high resource demands being placed on tangata whenua by a range of policy measures.

Ensuring that adequate funding and resourcing be made available from central government to ensure tangata whenua are enabled to engage in planning, decision-making and implementation of emissions reduction and climate change adaptation work programmes will

therefore be key. Partnering with tangata whenua to determine both the areas and approaches that best suit them (at both national and regional levels) is also a measure that the Councils would strongly encourage the government to follow.

- Waste, circular economy

We support the package of measures for the waste sector, and the circular economy approach. We believe that these measures will also have large knock-on positive impacts for improving many of our other environmental problems.

Taranaki works regionally on waste minimisation and there is considerable expertise in waste prevention, management and minimisation. The region is in a strong position to contribute more directly to central government decision- and policy-making in this area.

- Forestry, native planting

We are supportive of the proposal within *Te hau mārohi ki anamata* of increasing the focus on balancing planting of both native forests and plantation forestry. The region has invested significantly in riparian planting and recently committed to reaching its 10% biodiversity target in New Plymouth City.

We are supportive of any recommendations to extend grant schemes such as One Billion Trees (or an equivalent scheme), or to create ecosystems payments. We would like further clarity on how this could be enabled and aligned with the Emissions Trading Scheme.

However, we note there are demonstrable negative economic effects from large-scale replacement of farms with forestry in the Taranaki eastern hill country. We submit that the government needs to include large-scale land use change and its socioeconomic and environmental impacts in any transition planning for rural communities.

We submit that government enables measuring the carbon capture of small-scale native planting blocks, which are often individually small but cumulatively large and offer co-benefits to sequestration such as biodiversity and landscape-scale vegetation corridors.

### **The need for greater clarity on local government's role**

Local government plays a key role in reducing emissions through decarbonising our own operations and advocating for our communities to lower their emissions. Many of the proposed recommendations to lower emissions in *Te hau mārohi ki anamata* rely on local government implementation. To achieve the pace and scale of transition proposed by the Ministry, a coordinated and aligned effort will be needed between local and central government.

References to local government partnerships are unclear within *Te hau mārohi ki anamata*. *Te hau mārohi ki anamata* provides little detail on funding for key proposals and policies suggested to help reduce emissions. The Councils submit that the National Emissions Reduction Plan detail how local government will be supported and funded to help deliver emissions reduction activities across key regulatory and non-regulatory functions.

### **Centralisation without clear co-ordination**

Allied to the need for clarity on local government's role in this transition is a concern at the proposed level of centralisation and lack of clarity in *Te hau mārohi ki anamata* on how cross-government collaboration will be achieved.

The Councils note the proposal to generate 16 strategy documents to support the National Emissions Reduction Plan, which alongside the ongoing reform, has potential to create further complexity in an already complex landscape. The Councils support the calls for greater cross-government coordination and accountability in *Te hau mārohi ki anamata*. However, references to departmental accountability and cross department groups need greater detail in the final plan to provide assurance of their effectiveness.

We submit that Government should be providing clear guidance to local communities, and empowering them to develop solutions that can roll up to national level solutions. Taranaki's experience with Taranaki 2050, Tapuae Roa and current agricultural energy and waste-to-energy projects could be instructive in this capacity.

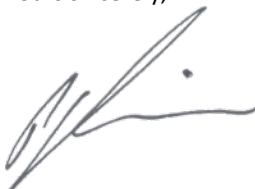
**Conclusion**

The Councils request that in finalising the National Emissions Reduction Plan, particular emphasis be placed on unique regional perspectives and positioning, such as the disproportionately large impact emissions reduction activities will have on Taranaki.

Transitioning to new environmental limits regime will be a significant issue for this region, so realistic regional approaches will need to be adopted, with support packages from central government partnering with local government. The significant regional impacts of this transition require further consideration, funding and place-based planning and implementation to ensure the region can successfully and equitably transition to a low-emissions economy.

We submit that in order to successfully implement the National Emissions Reductions Plan, maximising the emissions reduced and ensuring a just transition, partnership between central government and local government is required. Taranaki Councils welcome working with central government and our Taranaki iwi partners to develop a transition programme that is achievable and fit for purpose for Taranaki. In doing so, the Councils will continue to broaden and strengthen our efforts to speak with our single "Taranaki Voice" as we advocate for the cultural, social, environmental and economic well-being of our region.

Yours sincerely,



Mayor Phil Nixon  
**South Taranaki District Council**



Mayor Neil Volzke  
**Stratford District Council**



Mayor Neil Holdom  
**New Plymouth District Council**



David MacLeod  
**Taranaki Regional Council Chair**

**8. Whakataunga kia noho tūmatanui kore / Resolution to Exclude the Public**

**THAT the public be excluded from the following parts of the proceedings of this meeting, namely:**

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:

General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution
1. Confirmation of minutes – Ordinary Council 1 November 2021.  2. Receipt of minutes – Audit and Risk Committee 3 November 2021.  4. Receipt of minutes – Policy and Strategy Committee 29 November 2021.  6. Report - Furlong Street, Hāwera – Housing for the Elderly Proposed Purchase	Good reason to withhold exists under Section 7.	That the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding exists. Section 48(1)(a)

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

Item No	Interest
1, 2, 4 and 6	Enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations) (Schedule 7(2)(i)).



General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution
<p>3. Receipt of minutes – Environment and Hearings Committee 24 November 2021.</p> <p>5. Receipt of minutes – Reconvened Extraordinary Environment and Hearings Committee 29 November 2021.</p>	<p>To enable the Council to.</p>	<p>That the exclusion of the public from the whole or the relevant part of the proceedings of the meeting is necessary to enable the Council/Committee to deliberate in private on its decision or recommendation in any proceedings where:</p> <p>ii) the local authority is required, by any enactment, to make a recommendation in respect of the matter that is the subject of those proceedings. Use (i) for the RMA hearings and (ii) for hearings under LGA such as objections to Development contributions or hearings under the Dog Control Act. s.48(1)(d)</p>