

**From:** [Tamsyn Matchett](#)  
**To:** [Carol Daji](#); [Lynn Lu](#)  
**Subject:** Fwd: Follow up from last week's workshop  
**Date:** Thursday, 30 June 2022 12:49:59 pm  
**Attachments:** [image001.png](#)  
[image002.png](#)

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**From:** Tamsyn Matchett  
**Sent:** Wednesday, June 29, 2022 8:35:42 AM  
**To:** Councillor Wayne Walker <@..>  
**Cc:** Councillor Desley Simpson <@..>; Councillor Richard Hills <@..>  
**Subject:** Follow up from last week's workshop

Kia ora Cr Walker

Please find below a response relating to the question you raised at last week's annual budget workshop. This response will also be circulated as an FYI for other committee members.

**Cr Walker: Does the annual budget document contain details on how we will measure and monitor the reduction in emissions relating to the CATR and the climate action package and waste services.**

Previously, we have provided the following response relating to a similar question that was raised in a Finance and Performance workshop on the measurement of emissions:

***Are we showing the relationship between spend and actual reduction in emissions? Reducing emissions is bottom line, we should have maximum transparency on that. One of the concerns I have is maybe there are other expenditure that can get the emissions down more & faster, and more economically?***

*The consultation document describes in several places the relationship between making low emissions transport options available, and the reduction in emissions this will facilitate through replacing private car trips. As noted at the E&CC workshop in developing the Transport Emission Reduction Plan last year, emission modelling is complex, and more work will need to be done. At this point we can't quantify the exact emission measurement as a result of this climate package, but as we work through the Transport Emissions Reduction Plan, we will have better data to share.*

Similarly, the following detail was provided as part of the Elected Members Handbook produced in support of consultation on the Annual Budget 2022/2023:

***What is the impact of the CATR on emissions?***

*It is challenging to estimate emissions reductions as a result of transport interventions due to the complex nature of the transport system and behaviour change. The package's focus on transport has been chosen as this is the area where the council can have the most impact on regional emissions while generating wide regional benefits and addressing existing inequity in the provision of services. Based on current modelling assumptions, it is estimated that the transport components of the package could reduce emissions by 47,000 tonnes of CO2 over 10 years.*

*However, a number of additional transport interventions and policy settings are expected that will increase the emissions reduction resulting from the package. This includes policies and interventions, and changes to the wider transport environment such as congestion pricing, the Parking Strategy, increasing fuel costs and urban intensification, that encourage a shift from private vehicles to public transport, walking and cycling. Because of the complexity and the current uncertainty about broader transport interventions, we can't be definitive about the emissions reductions at this time and therefore have not included this as a defined target in consultation material.*

*However, the Consultation Document does describe the relationship between making low emissions transport options available, and the reduction in emissions this will facilitate through replacing private car trips. Regardless of any final emissions reduction number, the Climate Action Targeted Rate proposal is an essential component of the change that needs to occur to transform to a low carbon transport system that provides more accessible transport options for Aucklanders. The emissions reductions from the proposal will be relatively small in the context of Auckland's regional emissions but are part of a bigger picture and are necessary to create a transport system that supports a just transition to a low carbon future.*

Further to the above, staff advise that as other strategies progress and policy settings evolve, further work will be done to assess how we are tracking in terms of a reduction of emissions. Ongoing work continues across the organisation to ensure all activities and programmes are assessed with a climate change lens and prioritised accordingly.

As previously mentioned during committee meetings, the Climate Action Targeted Rate will be reported on regularly to provide necessary transparency to the Governing Body, similar to the Natural Environment Targeted Rate and the Water Quality Targeted Rate.

In terms of the waste component of your question, the following response was provided to you and other committee members after an annual budget workshop on waste earlier this year:

***What supporting information is there around food scrap collections in terms of analyses of carbon footprint?***

*Please see paragraphs 106 to 113, Figure 4 and paragraphs 126 to 134 of the Kerbside Refuse Charging Policy Review report to Finance & Performance Committee for 8<sup>th</sup> December 2021.*

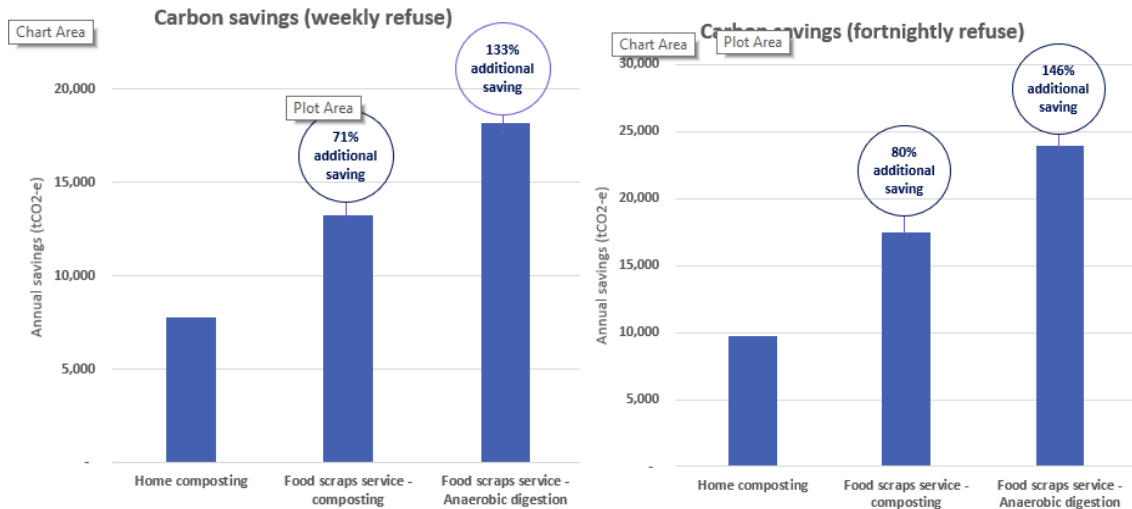
*Also, the graphs below show what Auckland would be likely to achieve if council:*

- provided a heavily subsidized compost bin to households, including ongoing support with local advisers, a helpline and regular contact— based on WRAP UK data*
- changed our food scraps processing to commercial composting (in vessel composting - IVC)*

*It's also important to additionally note that:*

- WRAP predict a 3.9% annual lapse rate with home composting*
- a commercial IVC system would need to buy in additional garden waste (or provide a mixed food and garden waste service to all households) to achieve the correct carbon / nitrogen ratio for IVC to function correctly. This one of the reasons why Auckland Council opted for for AD as the preferred processing solution.*
- C40 Cities also modelled the benefits of AD versus IVC for AC, and quantified an even larger*

differential



I note that as we were not consulting within the annual budget on either the food scraps targeted rate or the solutions for processing the food scraps, we did not include this additional information within the annual budget document. However, carbon savings related to food scraps will form part of the communications with customers as part of the service roll out throughout 2023.

Ngā mihi

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