

27 July 2022

Chris Watson  
By email: [fyi-request-19772-acb5bdbc@requests.fyi.org.nz](mailto:fyi-request-19772-acb5bdbc@requests.fyi.org.nz)

Tēnā koe Chris

Thank you for your Official Information Act request to the Department of Conservation, received on 29 June 2022 in which you asked for:

Your questions and our responses are listed below:

1. *Kindly advise the Department's most recent Toitū CarbonReduce programme report with full details of carbon emissions.*

Our most recent year of verified emissions measurement and reporting through the Toitū CarbonReduce programme is 2020/21. This was also the first year for obtaining fully verified carbon emissions, and forms the base year for setting emission reduction targets. The process for verifying the 2021/22 carbon emissions is currently underway.

Our verified emissions profile for 1 July 2020-30 June 2021 was 11,091 T CO<sub>2</sub>e (tonnes of carbon dioxide equivalent), and the breakdown is as follows:

<b>Emission source</b>	<b>CO<sub>2</sub>e (tonne)</b>
Jet A1	2,881
Diesel	2,600
Wastewater	2,018
Petrol (regular)	700
Domestic air travel (medium aircraft)	638
Electricity	603
Landfill waste (mixed waste)	416
Accommodation (domestic)	199
Domestic air travel (jet aircraft)	196
Petrol (premium)	171
Rental car (fuel type unknown)	144
Coal	85
Refrigerant (HFC-134a)	71

Emission source	CO <sub>2</sub> e (tonne)
Aviation gasoline	61
Refrigerant (R-410A)	60
Electricity transmission and distribution losses	52
Landfill waste (office waste)	48
Domestic air travel (small aircraft)	38
LPG	32
Paper use	17
Taxi (regular)	17
Refrigerant (HFC-32)	12
Composting	12
Domestic air travel (average)	9
Wood	8
Natural gas	4
Refrigerant (R-600A)	> 0

Our carbon emissions reflect that we manage nearly a third of the country's land area. We often travel long distances to do conservation work in remote areas, and the aerial pest control operations we undertake are essential to conservation, but also lead to high carbon emissions.

We have a carbon mitigation work programme aligned with the Carbon Neutral Government Programme, which requires us to set emission reduction targets in line with a reduction pathway that will limit global warming to 1.5°C. To achieve the limit of 1.5°C, we have to meet the following reduction targets from our baseline of 11,091 T CO<sub>2</sub>e in 2020/21:

- 21%, or 8,762 T CO<sub>2</sub>e, by 2024/25
- 42%, or 6,433 T CO<sub>2</sub>e, by 2029/30

A number of initiatives are underway to reduce our carbon emissions, for example:

- replacing petrol and diesel passenger vehicles with electric vehicles
  - reducing the total vehicle fleet size
  - replacing coal used for stationary heating at 69 visitor sites and staff properties
  - carrying out trials through work scheduling to identify options to reduce emissions from vehicle and helicopter use.
2. *Please advise the cost, fuel, hours and carbon emissions from helicopter flights and fixed wing used by DoC staff and its contractors on DoC business for the latest available year.*



For the 2020/21 financial year, the breakdown is as follows:

<b>Fuel type</b>	<b>Cost \$</b>	<b>Hours</b>	<b>CO<sub>2</sub>e (tonne)</b>
Avgas	530,868*	14,168	61
Jet A1 Kerosene	14,004,333*	960,920	2,881
<b>Totals:</b>	<b>14,535,201*</b>	<b>975,088</b>	<b>2,942</b>

\* These figures do not include the cost of sub-contracted helicopter work, as this is not itemised on the contractor invoices. That part of your request is therefore refused under section 18(e) of the Official Information Act as the information requested does not exist. They do, however, provide us with the hours flown, which allows the carbon emissions to be calculated.

You are entitled to seek an investigation and review of my decision by writing to an Ombudsman as provided by section 28(3) of the Official Information Act.

Please note that this letter (with your personal details removed) may be published on our website.

Nāku noa, nā

Sandré du Plessis  
Acting Director Outcomes Management  
Department of Conservation  
*Te Papa Atawhai*