

Waka Kotahi NZ Transport Agency

Climate change response and Climate Emergency Response Fund

Lisa Rossiter, Senior Manager, Environment and Sustainability

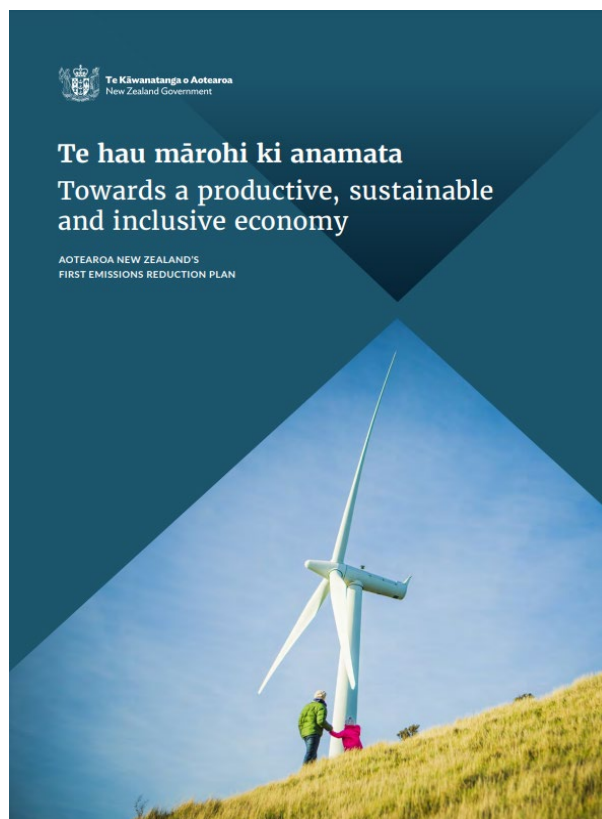
Road Controlling Authority Forum

6 September 2022

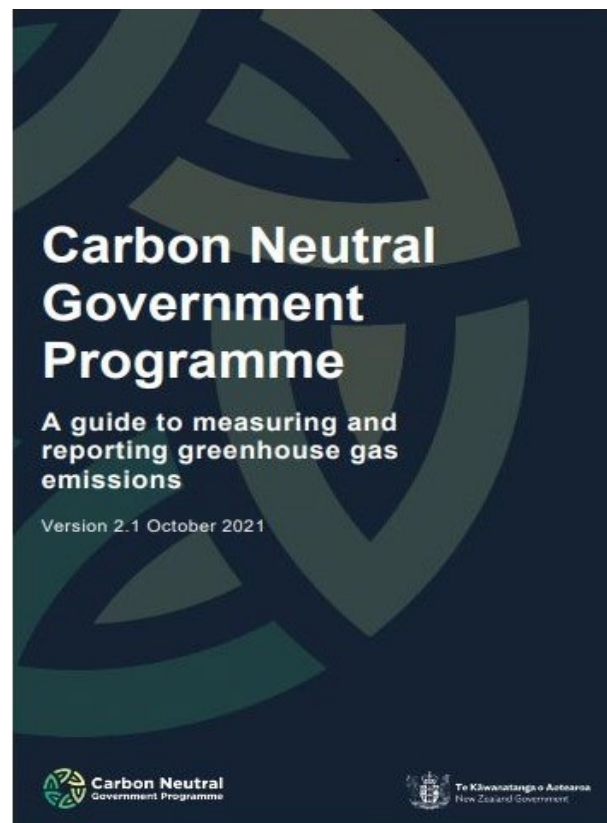
**“We are the first generation
to feel the impacts of
climate change and the last
to be able to do anything
about it”**

Barack Obama, US President, 2009 – 2017

Government climate expectations



Emissions Reduction Plan



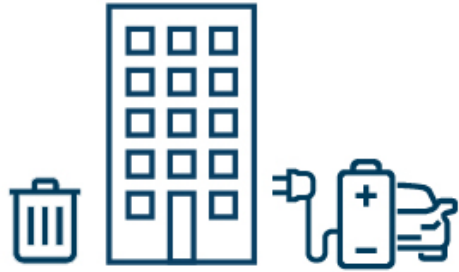
Carbon Neutral Government Programme



National Adaptation Plan

Waka Kotahi and GHG emissions – the basics

Carbon Neutral Government Programme



Corporate Emissions

Emissions associated with Waka Kotahi functions to deliver transport infrastructure and services eg. business travel, regulatory activities, office waste



Non-corporate Emissions

Emissions released when infrastructure is built, maintained and decommissioned eg. embodied emissions in concrete and steel, emissions from roadside mowing, construction waste

Emissions Reduction Plan



Transport System Emissions

Those created by light and heavy vehicles using the infrastructure eg. Tailpipe emissions from cars and buses

CERF
Funding

A word on the Carbon Neutral Government Programme

Government agencies to be carbon neutral from 2025 (new requirement under the Crown Entities Act)

Covers all carbon emissions, corporate and non-corporate - i.e. emissions from infrastructure construction, maintenance and operations, demolition and waste

Waka Kotahi required to report all emissions from December 2023 (for 22/23 FY) and set reduction targets



Government direction: Emissions Reduction Plan

Contributing to reducing land transport emissions by 41% by 2035

ERP transport focus areas

- 1 Reduce reliance* on cars and support people to walk, cycle and use public transport
- 2 Rapidly adopt low-emissions vehicles
- 3 Begin work now to decarbonise heavy transport and freight

ERP transport targets

The Emissions Reduction Plan sets these targets for transport by 2035:

Reduce total kilometres travelled by the light fleet by
20%



Reduce emissions from freight transport by
35%



Increase zero-emissions vehicles to
30%
of the light vehicle fleet



Reduce the emissions intensity of transport fuel by
10%



** through improved urban form and providing better travel options, particularly in our largest cities.*

Government climate funding: CERF



Funding our climate response: Design and establishment of the Climate Emergency Response Fund

In 2021, the Government announced the establishment of the CERF with an initial \$4.5 billion 'down payment' for Aotearoa New Zealand's climate spending by recycling the proceeds of the Emissions Trading Scheme into a dedicated fund.

The enduring, multi-year design of the CERF reflects the long-term nature of many of the challenges presented by climate change. By providing funding certainty over multi-year periods and a dedicated funding source for public investment on climate-related initiatives distinct from the main Budget allowances, the CERF will help ensure that longer-term climate objectives remain a key part of future Budgets and that the Government's climate change spending commitments are clearly signalled to the private sector.

<https://www.beehive.govt.nz/sites/default/files/2022-05/CERF%20investments.pdf>

CERF 2022 transport funding (\$1.2B)

- \$350 million over two years for the Transport Choices package
- \$22.5 million for light VKT reduction planning (a national plan and programmes for main urban areas)
- \$61 million for retaining and recruiting bus drivers (improving terms and conditions)
- \$105 million over four years (and about \$245 million over 10 years) to roll out Community Connect - a 50% concession on public transport or Community Services Cardholders
- \$406 million over four years (and up to \$137 million over 10 years) for decarbonising the public transport bus fleet - bringing into operation electric or low-emission buses
- \$569m for an equity-oriented scrap and replace scheme (trials first)
- \$20m for a social leasing scheme (trials first)
- Also \$27m to extend half-price public transport fares for everyone from 1 July - 31 August 2022.

Transport choices funding

Investment of \$350 million in initiatives that will achieve meaningful change quickly

Design and delivery, with local government, of a range of walking, cycling and public transport initiatives over the next two years

Setting the foundation for reducing light Vehicle Kilometre Travelled in New Zealand's main urban areas

Four investment focus areas

Delivering strategic cycling / micro-mobility networks

Significantly increasing the pace and scale of implementing planned cycling/micro-mobility networks in urban areas through delivering low-cost, safe, on street cycleways.



Creating walkable neighbourhoods

Targeted and neighbourhood scale investments to significantly improve the safety and attractiveness of walking in urban areas, focused around centres, rapid transit stations, and in rapidly growing neighbourhoods.



Supporting safe green and healthy school travel

Accelerate investment in school travel programmes, delivering comprehensive change that makes active modes safer and more convenient for trips to/from schools and in surrounding neighbourhoods.



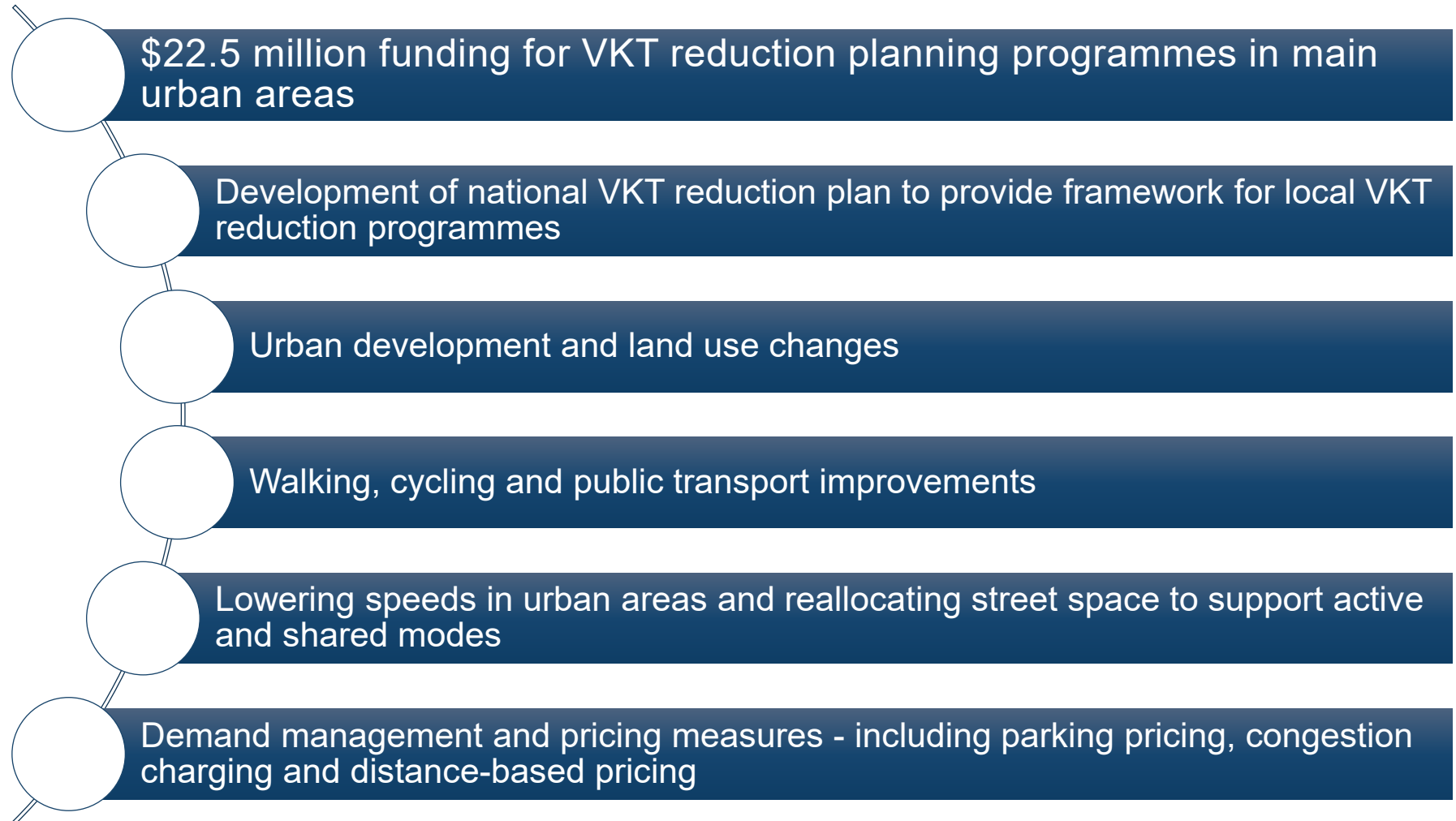
Making public transport more reliable and easier to use

Accelerating programmes of small-scale upgrades to public transport facilities to improve customer experience and service quality for people of all ages and abilities.



Light VKT reduction funding

Planning to
reduce
transport
emissions in
partnership
with councils,
iwi and
communities



How RCAs can be involved

- **Transport Choices**
 - EOIs closed on 2 September, 48 received
 - May be further EOI rounds
- **Light VKT reduction planning in urban centres**
 - Make sure land use and transport planning is integrated and will result in reduced light VKT
 - Engage in National VKT Reduction Plan early 2023
 - Tier 1 and 2 urban areas – partner to develop VKT reduction programmes ahead of NLTP 24
 - Criteria for funding to support national plan and programmes in Tier 1 and 2 urban areas TBC by end 2022



What about climate adaptation?

- Multiple hazards, back to back serious weather events and threats from rising sea levels impact investment and network integrity
- Align with the National Adaptation Plan and building from our National Resilience Programme to form Tiro Rangi, our Waka Kotahi Climate Adaptation Plan
- Climate resilience will take decades - but we are starting now in partnership with others
- May be funded from CERF in future.



RCA call to action

- Climate action is **multi-benefit** – road safety, public health, resilience, equitable access and biodiversity all improve as GHG emissions reduce
- Ask what can we do to reduce emissions **now**? Don't get distracted with off-setting
- Partner to problem-solve e.g. testing low carbon materials, building public acceptance for reallocating road space to active and shared modes
- Leave no one behind; a Just Transition is really important.



**“Every tonne of emissions matters,
every fraction of a degree of
warming matters, every day matters.**

**Aotearoa will never have a greater
opportunity to transition to a
thriving, climate resilient and low-
emissions future than right now.”**

Dr Rod Carr, Chair He Pou a Rangi, Climate Change Commission

Pātai? Korero

Questions? Discussion