

**Date:** Wednesday 7 March 2018  
**Time:** 9.30am  
**Meeting Room:** Room 1, Level 26  
**Venue:** 135 Albert Street  
Auckland

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**Komiti Mahi Āta Torotoro Rawa  
Strategic Procurement Committee  
OPEN MINUTE ITEM ATTACHMENTS**

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## Waitemata Low Carbon Network Public Input

### Komiti Mahi Āta Torotoro Rawa - Strategic Procurement Committee Information report: Fleet update

7 March 2018

#### **Introduction**

Thank you Mr Chair. Kia ora koutou.

My name is Sarah Thomson and I am here with Dr Grant Hewison. We are members of the Waitemata Low Carbon Network.

We are here this morning to speak to you about addressing our climate crisis as you consider the Information report: Fleet update - which is an item on your public agenda today.

#### **Information report: Fleet update**

At paragraph 10 of the report, officers say: "We are currently working with Auckland Transport to create a business case to support 10% of our passenger car fleet (approximately 50 vehicles) being replaced with full Electric or Plug-In Hybrid vehicles over the next three years."

The Waitemata Low Carbon Network welcomes consideration by the Council of replacing its passenger car fleet with full Electric or Plug-In Hybrid vehicles.

#### **Low Carbon Procurement – Car Fleets**

You will be aware that Auckland Council made a submission to the New Zealand Productivity Commission Low-Emissions Economy Issues Paper in October 2017.

That submission includes some very good points on procurement. The submission said it is important to acknowledge and recognise that many business-as-usual decisions have a greenhouse emissions impact and reduction potential.

Paragraph 97 of the submission says that Watercare aims to have 100 per cent of its car fleet based at Watercare's headquarters being an electric car fleet by the end of 2018.

At paragraph 105, the submission identifies Local Procurement opportunities, and mentions as an example of an opportunity, a move to near zero emissions for Auckland Council's car fleet.

Earlier this year, Auckland Transport and Mayor Goff celebrated the addition of 20 electric vehicles to the AT fleet. This was the single largest EV purchase as part of the Government procurement programme. Auckland Transport's sustainability framework aims to have an entirely emissions-free car fleet from 2025.

In addition to the 20 EVs in its fleet, AT is also working in partnership with the Energy Efficiency & Conservation Authority (EECA), to support and encourage the further uptake of EVs across Auckland by installing 60 electric charging points in AT's off-street car parks, prioritising parking and infrastructure for EVs in parking buildings, working with Auckland Council on parking and infrastructure for EVs in new developments and trialling two smart poles, which charge electric vehicles.

The C40 Fossil-Fuel-Free Streets Declaration signed by Mayor Goff includes a commitment to lead by example by procuring zero emission vehicles for Auckland Council's car fleet as quickly as possible.

#### **Low Carbon Procurement – Car Fleets**

The C40 Good Practice Guide on Low Emission Vehicles identifies several successful approaches to further introduction of LEVs. We encourage you to read it.

- Focus on city fleets
- Provide infrastructure
- Tackle purchasing and technology
- Provide incentives
- Introduce zoning
- Work with partners
- Focus on education and awareness

To overcome early market barriers, the Good Practice Guide says that cities can often find opportunities in their own fleets where LEV uptake can be more cost effective and actionable. This can help demonstrate the market potential and possibly even shift current market conditions in favour of LEVs by demonstrating their feasibility in the city.

Infrastructure development is also one of the ways in which a city can play a crucial role in driving LEV uptake. With infrastructure in place for charging, LEV purchasing becomes a more viable option over traditional fossil fuel vehicles. Not only does more infrastructure allow for greater use of LEVs throughout a city, the visibility of this infrastructure can also create public awareness of the technology and serve as a way to normalise it.

Cities can also work in partnership with other sectors and their suppliers to provide better conditions for the uptake of LEVs.

And developing city-specific education and awareness programmes to overcome misperceptions and empower consumers and stakeholders to shift to LEVs is also a role that can be played by Council.

#### **Recommendations**

We believe the Council can be more ambitious than the target in the Report to support 10% of its car fleet (approximately 50 vehicles) being replaced with LEVs over the next three years. Indeed, it must be more ambitious if the Council is to meet the commitment made in the C40 Fossil-Fuel-Free Streets Declaration.

We ask that an additional recommendation be considered by the Committee:

**“That officers create a business plan to support 100% of the Auckland Council Family passenger car fleet being replaced with full Electric or Plug-In Hybrid vehicles over the next three years to meet the C40 Fossil-Fuel-Free Streets Declaration commitment to procure only zero emission vehicles as quickly as possible.”**

**Thank you. Do you have any questions?**