

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

**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 Fleet Optimisation Update Report 7 November 2018

The Waitematā Low Carbon Network ('WLCN') is a diverse community of residents, groups and businesses passionate about making low carbon living, working and playing part of the district identity of central Auckland. The WLCN welcomes the opportunity to speak regarding the Strategic Procurement Committee Fleet Optimisation Update Report.

IPCC Special Report on Global Warming of 1.5°C

The IPCC special report released on 8 October 2018 stressed that limiting global warming to 1.5°C will require "rapid and far reaching" transitions in land, energy, industry, buildings, transport and cities.

The report highlights a number of climate change impacts that can be avoided by limiting global warming to 1.5°C compared to 2°C, or more. The report also gives a strong message that global emissions must start declining well before 2030 if we are to avoid overshooting 1.5°C.

Estimates of the global emissions outcome of current nationally stated mitigation ambitions as submitted under the Paris Agreement would lead to global greenhouse gas emissions in 2030 of 52-58 GtCO₂eq yr⁻¹ (*medium confidence*). Pathways reflecting these ambitions would not limit global warming to 1.5°C, even if supplemented by very challenging increases in the scale and ambition of emissions reductions after 2030 (*high confidence*). Avoiding overshoot and reliance on future large scale deployment of carbon dioxide removal (CDR) can only be achieved if global CO₂ emissions start to decline well before 2030 (*high confidence*).

Currently the world is on track for more than 3°C global warming by 2100.

Information report: Fleet update (March 2018)

At its meeting on 7 March 2018, the WLCN made a presentation concerning the Information report: Fleet update to the Strategic Procurement Committee.

In that Report officers said: "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 WLCN noted 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.

- Auckland Transport and Mayor Goff celebrated the addition of 20 electric vehicles to the AT fleet with Auckland Transport's sustainability framework aiming to have an entirely emissions-free car fleet from 2025.
- 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.

The WLCN said that it believed the Council could 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.

In response, the Strategic Procurement Committee resolved to: **"request that staff create a business plan that includes support for the Auckland Council group passenger car fleet being replaced with full electric or plug-in hybrid vehicles to meet the C40 fossil fuel aspirations."** (Resolution number STR/2018/5)

Strategic Procurement Committee Fleet Optimisation Update Report (November 2018)

While the WLCN welcomes the focus in the November Report on EVs and other electric modes of transport (such as E-Scooters), we note that although the council fleet is currently 790 vehicles, there are also only 14 EVs. The current target is to achieve 10% of the car fleet (approximately 50 vehicles) being LEVs over the next two and a half years (by March 2021).

The Report notes that Council is working on a case to accelerate the electrification of the fleet to lead the way in carbon reduction goals, but also identifies what it sees as several barriers (including the limited range of EVs available in New Zealand, the safety rating of some EV vehicles and reimbursement of staff). The Report concludes that the current EV acquisition plan can be funded from current fleet and future capex budgets. If Council were to accelerate the introduction of EVs, procurement would need to seek additional funds.

WLCN notes, by contrast, that the Wellington Regional Council produced an Information Paper in 2016 for vehicle fleet managers about electric vehicles, charging infrastructure, and practical ideas on how to transition a fleet to electric.¹

WLCN is disappointed that Council staff have not created a business plan that supports the Auckland Council group passenger car fleet being replaced with full electric or plug-in hybrid vehicles to meet the C40 fossil fuel aspirations. Instead, Council staff have set out reasons why this cannot be achieved.

WLCN are of the view that it is inappropriate for Council on the one hand to set policy goals, such as procuring zero emission vehicles for Auckland Council's car fleet as quickly as possible, and then on the other decide not to pursue them.

Instead, WLCN asks that the Strategic Procurement Committee resolve to amend the prior resolution to set a target date of 2025 for full replacement of the Auckland Council group passenger car fleet with full electric or plug-in hybrid vehicles.

Recommended resolution: That the Strategic Procurement Committee

"requests that staff create a business plan that includes support for the Auckland Council group passenger car fleet being replaced by 2025 with full electric or plug-in hybrid vehicles to meet the C40 fossil fuel aspirations."

¹ <http://www.gvt.nz/assets/Climate-change/GWRCelectric-vehicle-policy-2016.pdf>