

ZERO CARBON POLICY



Approved by:	Council		
Sponsor:	Chief Executive Officer		
Department responsible:	Climate Change Group Huringa Āhuarangi		
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PURPOSE

The purpose of the Zero Carbon Policy ('this Policy') is to ensure that the Dunedin City Council's activities minimise emissions and contribute to achieving both city-wide and DCC emissions reduction targets.

This Policy seeks to achieve the purpose by:

- directing the DCC to prioritise gross emissions reductions
- establishing key principles to guide the organisation's emissions management and minimisation practices
- reflecting the DCC's commitment to its guiding principles of sustainability and the Treaty of Waitangi.

SCOPE

This Policy applies to:

- all employees of the DCC, including temporary employees and independent contractors acting as agents on behalf of the DCC
- any person who is involved in the operation of the DCC, including elected members, volunteers, honorary or unpaid staff
- every business, service, or activity of the DCC, except those functions that are purely procedural, constitute emergency works, or regulatory functions where this policy is not relevant
- where practicable, the DCC's position in relation to others' proposals or activities that are enabled or supported by the DCC and may impact city-wide emissions.

DEFINITIONS

'Activity' or 'activities': any business, service or activity undertaken by or for the DCC, except those functions that are purely procedural (see definition below) or constitute emergency works (see definition below), or regulatory functions where this policy is not relevant. This includes but is not limited to infrastructure projects, service provision, strategy, policy and plan development, procurement decisions etc.

'Carbon Credit': Generic term for any carbon emissions trading unit representing one tonne of carbon dioxide equivalent (tCO₂e). Emissions Trading Scheme-approved carbon credits include New Zealand issued units (NZUs) and Assigned Amount Units (NZAAUs). Carbon Credits may be purchased, sold,

traded and/or offset against other carbon emitting activities on the carbon market as a means to manage an organisation's carbon footprint.

‘Climate change’: long-term shifts in temperatures and weather patterns, in particular shifts from the 1800s largely due to human activities increasing atmospheric carbon dioxide through the burning of fossil fuels (like coal, oil and gas).

‘City-wide emissions’: all emissions apportioned to the Dunedin City geographical area, within the scope of the Global Protocol for Community-Scale Greenhouse Gas Inventories.

‘DCC emissions’: emissions generated by DCC activities, within the scope of ISO 14064.

‘Enabled emissions’: emissions produced due to the use of an asset or infrastructure (e.g. emissions from cars that drive on a road).

‘End-of-life emissions’: emissions associated with the deconstruction/demolition and disposal of an asset or infrastructure.

‘Embodied emissions’: emissions that are required for the extraction, processing, manufacture and delivery of materials, the building process, and demolition and disposal of materials.

‘Emissions’: greenhouse gases emitted into the atmosphere.

‘Emergency works’: activity/ies that are required to be undertaken quickly to meet health and safety or statutory requirements.

‘Greenhouse gas’: any gas that has the property of absorbing infrared radiation (net heat energy) emitted from Earth’s surface and reradiating it back to Earth’s surface, thus contributing to the greenhouse effect emissions. Greenhouse gases include, but are not limited to, methane, carbon dioxide, and nitrous oxide.

‘Inventory’: a formal measure of total emissions, calculated within a specific time period for an organisation activity/ies or geographic boundary, usually reported in tonnes of carbon dioxide equivalent (tCO₂e).

‘Operational emissions’: The emissions generated during the operational or in-use phase of a building or other infrastructure. This includes the use, management, and maintenance of a product or structure.

‘Pre-industrial levels’: the period of 1850-1900, as used by the IPCC Special Report on Global Warming.

‘Procedural functions’: These include (but are not limited to) matters concerning procedures, appointments, remuneration, terms of reference, budgeting and governance.

‘Whole-of-life emissions’: emissions associated with the entire life of an asset. This includes emissions across the full supply chain of construction materials and products, construction processes (and the waste arising), on-going operations, repair and maintenance, and processes at the end-of-life of a building or infrastructure.

POLICY

1. Targets

- 1.1. The Dunedin City Council (DCC) is seeking to reduce emissions in a manner that is consistent with limiting global warming to no more than 1.5°C above pre-industrial levels, including by achieving or exceeding adopted city-wide emissions reduction targets and the DCC organisational targets.
- 1.2. In pursuit of targets, the DCC will prioritise gross emissions reduction.

2. Emissions Monitoring and Reporting

- 2.1. The DCC will prepare, and publicly report, a city-wide emissions inventory consistent with the Global Protocol for Community-Scale Greenhouse Gas Inventories and Global Covenant of Mayors requirements.
- 2.2. The DCC will monitor, measure, report, manage, verify and publicly report DCC emissions on a regular basis in line with the requirements of ISO 14064.
- 2.3. To support DCC emissions monitoring, relevant teams will collect data from their operations and include in applicable contracts a requirement to provide emissions data.

3. Approach to emissions reduction

- 3.1. The DCC will ensure appropriate staff resourcing to deliver on this Policy.
- 3.2. The DCC will contribute to achieving emissions reduction targets, including through implementing city-wide emissions reduction plans and DCC emission reduction plans.
- 3.3. The following key principles guide the DCC's emissions management and minimisation practices:
 - i. **Focus on city-wide emissions early:** the city-wide emissions impact of a proposed asset/activity should be considered and minimised at the pre-initiation or conceptual phase, as well as throughout problem definition and options assessment.
 - ii. **Escalate the decision if an increase in city-wide emissions is likely:** a proposed activity/asset identified as likely to increase city-wide emissions should be referred for consideration to a member of the DCC Executive Leadership Team.
 - iii. **Prefer options that contribute most to city-wide emissions reduction targets:** options that avoid or minimise city-wide emissions should be identified, considered, and preferred throughout the delivery of an activity. Options that lock in the creation and/or production of emissions should be avoided. City-wide emissions reduction targets should be included in investment objectives and options selection criteria.
 - iv. **Minimise whole-of-life emissions:** once an investment decision has been made, identify and implement the overall greatest opportunities for emissions reduction over the activity's lifetime (including reductions in embodied, operational, enabled and end-of-life emissions).
 - v. **Minimise exposure to climate change risks:** avoid or minimise investments in assets and services that lock in risks from the impacts of climate change.
 - vi. **Clearly report emissions considerations:** Relevant Council reports will set out how options and recommendations give effect to the Zero Carbon Policy.

4. Regulatory Functions

- 4.1. This Policy is to only be considered as part of a regulatory decision where the regulatory framework allows that.

5. Review and Updates

- 5.1. This Policy is subject to on-going review. It will be reviewed at least once every three years, or more frequently as required to ensure it is aligned with statutory obligations and the DCC's strategic objectives.
- 5.2. The DCC will produce and update an associated process document to support the application of this policy.

<p>Relevant Legislation:</p> <p><i>(Note: summaries in italics are brief non-legal summaries intended for guidance only outlining why/how each law is relevant. Legal advice should be sought before relying on it and reference should be made to the actual legislation)</i></p>	<p>Climate Change Response Act 2002 <i>This is the key law managing emissions in New Zealand. It governs the Emissions Trading Scheme, the Climate Change Commission and requirements for the Government's Carbon Budgets, and Emission Reduction Plans.</i></p> <p>Local Government Act 2002 <i>All local government functions and decisions must align with this Act.</i></p> <p>Resource Management Act 1991 <i>Several key parts of the RMA including under Part 2 relate to considering the effects of climate change and effect of greenhouse gas emissions on the environment. Sets out the framework for regional and district plans.</i></p> <p>Land Transport Management Act 2003 <i>This sets out the overall management of the land transport system in New Zealand including roles and responsibilities of different agencies like Waka Kotahi and councils like DCC and sets out how funding is allocated through the Government Policy Statement, National Land Transport Plans, and Regional Land Transport Plans. It also regulates public transport funding and functions.</i></p> <p>Transport Act 1998 <i>The Transport Act sets out all the rules and regulations for vehicles and drivers using roads including clean car standards and gives authorities like the DCC powers to create and enforce things like parking related by-laws and special lanes like bus lanes or carpooling lanes.</i></p> <p>Waste Minimisation Act 2008 <i>This sets out waste minimisation objectives and responsibilities for territorial authorities like DCC to meet these. Reducing waste to landfill and encouraging resource recovery helps to reduce embodied emissions in new products and reduces emissions from landfills.</i></p> <p>Building Act 2004 <i>This enables the building code, which all buildings must comply with, that includes minimum standards which can reduce the energy buildings use, thus reducing emissions.</i></p>
<p>Relevant National strategies/plans</p>	<p>Emissions Reduction Plan (ERP) <i>The ERP is the government's plan to meet its emissions budgets and contains several actions which are relevant to local government (for example, plans to set regional reductions targets for vehicle kilometres travelled).</i></p>
<p>Associated DCC Documents:</p>	<p>Zero Carbon Process Document</p> <p>DCC Emissions Management and Reduction Plan</p> <p>Procurement and Contract Management Policy</p> <p>DCC Strategic Framework, particularly <i>Te Ao Tūroa – The Natural World</i> <i>Dunedin's Environment Strategy 2016-2026</i></p>