

Notice of Meeting:

I hereby give notice that an ordinary meeting of the Dunedin City Council will be held on:

Date: Tuesday 31 January 2023
Time: 10.00 am
Venue: Council Chamber, Dunedin Public Art Gallery, The Octagon,
Dunedin

Sandy Graham
Chief Executive Officer

Council
PUBLIC AGENDA

MEMBERSHIP

Mayor
Deputy Mayor

Mayor Jules Radich
Cr Sophie Barker

Members

Cr Bill Acklin
Cr Christine Garey
Cr Carmen Houlahan
Cr Cherry Lucas
Cr Jim O'Malley
Cr Steve Walker
Cr Andrew Whiley

Cr David Benson-Pope
Cr Kevin Gilbert
Cr Marie Laufiso
Cr Mandy Mayhem
Cr Lee Vandervis
Cr Brent Weatherall

Senior Officer

Sandy Graham, Chief Executive Officer

Governance Support Officer

Lynne Adamson

Lynne Adamson
Governance Support Officer

Telephone: 03 477 4000
Lynne.Adamson@dcc.govt.nz
www.dunedin.govt.nz

Note: Reports and recommendations contained in this agenda are not to be considered as Council policy until adopted.

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1 OPENING

Geoff Mitchell (The Church of Jesus Christ of Latter-day Saints) will open the meeting with a prayer.

2 PUBLIC FORUM

At the close of the agenda public forum registrations were still being taken. The speakers will be confirmed following closure of registrations 24 hours before the meeting starts.

3 APOLOGIES

At the close of the agenda no apologies had been received.

DECLARATION OF INTEREST

EXECUTIVE SUMMARY

1. Members are reminded of the need to stand aside from decision-making when a conflict arises between their role as an elected representative and any private or other external interest they might have.
2. Elected members are reminded to update their register of interests as soon as practicable, including amending the register at this meeting if necessary.
3. Staff members are reminded to update their register of interests as soon as possible.

RECOMMENDATIONS

That the Council:

- a) **Notes/Amends** if necessary the Elected Members' Interest Register attached as Attachment A; and
- b) **Confirms/Amends** the proposed management plan for Elected Members' Interests.
- c) **Notes** the Executive Leadership Teams' Interest Register.

Attachments

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Councillor Register of Interest - Current as at 23 January 2023				
Councillors are members of all committees				
Name	Responsibility (i.e. Chairperson etc)	Declaration of Interests	Nature of Potential Interest	Member's Proposed Management Plan
Mayor Jules Radich	Shareholder	Izon Science Limited	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Shareholder	Taurikura Drive Investments Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Shareholder	Golden Block Developments Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director	Cambridge Terrace Properties Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director/Shareholder	Southern Properties (2007) Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director	Arrenway Drive Investments Limited	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director	Golden Centre Holdings Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director/Shareholder	IBMS Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director/Shareholder	Raft Holdings Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director/Shareholder	Otago Business Coaching Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director	Effectivise Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director	Athol Street Investments Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director/Shareholder	Allandale Trustee Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Shareholder	Aberdeen St No2 Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Road Safety Action Plan	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	100% Shareholder/Director	Panorama Developments Limited	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Hospital Local Advisory Group (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Council of Social Services (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Tertiary Precinct Planning Group (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Tertiary Sector Steering Group (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Local Government New Zealand (Zone 6 Committee) (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Connecting Dunedin (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.

Name	Responsibility (i.e. Chairperson etc)	Declaration of Interests	Nature of Potential Interest	Member's Proposed Management Plan
Cr Bill Acklin	Shareholder/Director	Dunedin Brokers Limited	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	APRA - AMCOS	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Entertainer	Various functions	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Strath Taieri Community Board (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Craigieburn Reserve Committee (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Toitū Otago Settlers Museum Board (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Cr Sophie Barker	Director	Ayrmed Limited	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Shareholder	Various publicly listed companies	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Property Owner	Residential Property Owner - Dunedin	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Beneficiary	Sans Peur Trust (Larnach Castle)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Mentor	Business Mentors NZ	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Southern Heritage Trust	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Friends Otago Museum	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Otago Peninsula Trust	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Orokonui Ecosanctuary	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Volunteer	Blue Penguins Pukekura	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Vegetable Growers Club	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Committee Member	Otago Anniversary Day Dinner	No conflict Identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Chairperson	Dunedin Heritage Fund (Council Appointment)	No conflict Identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Gasworks Museum Trust (Council Appointment)	No conflict Identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Otaru Sister City Society (Council Appointment)	No conflict Identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Hereweka Harbour Cone Trust (Council Appointment)	No conflict Identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Local Government New Zealand (Zone 6 Committee) (Council Appointment)	No conflict Identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Te Ao Tūroa Partnership (Council Appointment)	No conflict Identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.

Name	Responsibility (i.e. Chairperson etc)	Declaration of Interests	Nature of Potential Interest	Member's Proposed Management Plan
	Member	Connecting Dunedin (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Cr David Benson-Pope	Owner	Residential Property Ownership in Dunedin	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Trustee and Beneficiary	Blind Investment Trusts	Duty to Trust may conflict with duties of Council Office	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Yellow-eyed Penguin Trust	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	New Zealand Labour Party	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Heritage Fund (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Public Art Gallery Acquisitions Committee (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Otago Museum Trust Board (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Cr Christine Garey	Trustee	Garey Family Trust - Property Ownership - Dunedin	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Women of Ōtepoti	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member (alternate)	Grow Dunedin Partnership (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Otago Museum Trust Board (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Sophia Charter (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	St Paul's Cathedral Foundation (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Theomin Gallery Management Committee (Olveston) (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Cr Kevin Gilbert	Owner	Gipfel Limited - Bakery	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Trustee	Schlubert Trust - Residential Property	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Trustee	Schlup Family Trust	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	BNI	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Business South	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Shareholder	Air New Zealand	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Trustee	Kevin Gilbert and Esther Gilbert Partnership - Residential Rental Property	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Trustee	Biddies Trust	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.

Name	Responsibility (i.e. Chairperson etc)	Declaration of Interests	Nature of Potential Interest	Member's Proposed Management Plan
	Advisors	Ronald McDonald House Supper Club Committee	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Fair Trading Committee (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Local Government New Zealand (Zone 6 Committee) (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member (alternate)	Otago Regional Transport Committee (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Toitū Otago Settlers Museum Board (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Keep Dunedin Beautiful (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Otago Settlers Association (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Saddle Hill Community Board (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Connecting Dunedin (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Cr Carmen Houlahan	Owner	Residential Property - Dunedin	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Owner	Rental Property - North Dunedin	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Part Owner	Adobe Group Ltd, Wanaka	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Rotary Club	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Institute of Directors	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Otago Property Investors Association	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Shareholder	Startup Business	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Public Art Gallery Society (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Public Art Gallery Acquisitions Committee (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Creative Dunedin Partnership (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Otago Theatre Trust (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Cr Marie Laufiso	Property Owner	Residential Property	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Trustee	Moray Place Community Building Trust - Trust Owner of Property 111 Moray Place	Duty to Trust may conflict with duties of Council Office	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Chair	Otago Mental Health Support Trust	Potential grants applicant which would result in pecuniary interest. Duty to Trust may conflict with duties of Council Office	Do not participate in consideration of grants applications. If the meeting is in public excluded, to leave the room.

Name	Responsibility (i.e. Chairperson etc)	Declaration of Interests	Nature of Potential Interest	Member's Proposed Management Plan
	Member	Women of Ōtepoti Recognition Initiative	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Family Member	Staff member a relative	Potential conflict depending on level of staff member involvement	Managed by staff at officer level if a perceived conflict of interest arises.
	Secretary	Brockville Improvements and Amenities Society (BIAS)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Trustee	Corso Ōtepoti Dunedin Trust	Potential grants recipient	Withdraw from discussion and leave the table. If in public excluded leave the room. Seek advice prior to the meeting.
	Member	Dunedin Manufacturing Holdings Inc	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Secretary	BIAS Charitable Trust	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Dunedin Branch Treasurer	P.A.C.I.F.I.C.A Inc	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Green Party of Aotearoa New Zealand	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Abrahamic Interfaith Group (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Refugee Steering Committee (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Social Wellbeing Advisory Group (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	District Licensing Committee (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Chairperson	Grants Subcommittee (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Cr Cherry Lucas	Trustee	Otago Farmers Market	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Otago A & P Society	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Trustee	Henderson Lucas Family Trust - Residential Dunedin Property	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	NZ Institute of Chartered Accountants	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Otago Museum Trust Board (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Chinese Garden Advisory Board (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Toitū Otago Settlers Museum Board (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member (alternate)	Grow Dunedin Partnership (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Mosgiel Taieri Community Board (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Te Poāri a Pukekura Partnership (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.

Name	Responsibility (i.e. Chairperson etc)	Declaration of Interests	Nature of Potential Interest	Member's Proposed Management Plan
Cr Mandy Mayhem	Chairperson	Waitati Hall Society Inc	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Chairperson	Blueskin News Committee	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Co-ordinator	Waitati Market	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Co-ordinator	Emergency response group, Blueskin area	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	FENZ Local Advisory Committee for Otago	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Waitati Music Festival Committee	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Blueskin Bay Amenities Society	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Blueskin A & P Society	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Chairperson	Keep Dunedin Beautiful (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Deputy Chairperson	Keep New Zealand Beautiful	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Coastal Community Cycleway Network	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	West Harbour Community Board (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Age Concern (Council appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Social Wellbeing Advisory Group (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Cr Jim O'Malley	Owner	Biocentrix Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Mosgiel Association Football Club	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director	Ocho Newco Limited	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Owner	Residential Property Dunedin	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Owner	Ayrmed Limited	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Ice Sports Dunedin Incorporated (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Connecting Dunedin (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Hospital Local Advisory Group (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Otago Regional Transport Committee (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Okia Reserve Management Committee (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.

Name	Responsibility (i.e. Chairperson etc)	Declaration of Interests	Nature of Potential Interest	Member's Proposed Management Plan
	Member	Tertiary Precinct Planning Group (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Waikouaiti Coast Community Board (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Lee Vandervis	Director	Lee Vandervis, Antonie Alm-Lequeux and Cook Allan Gibson Trustee Company Ltd - Residential Property Ownership - Dunedin	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director	Bunchy Properties Ltd - Residential Property Ownership - Dunedin	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Owner	Vandervision Audio and Lighting - Hire, Sales and Service Business	May contract and provide service to DCC	Withdraw from discussion and leave the table. If the meeting is in public excluded leave the room. Seek advice prior to the meeting.
	Member	District Licensing Committee (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Disability Issues Advisory Group (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Okia Reserve Management Committee (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Steve Walker	Chairperson	Dunedin Wildlife Hospital Trust	Potential grants recipient	Withdraw from discussion and leave the table. If the meeting is in public excluded leave the room. Seek advice prior to the meeting.
	Chairperson	West Harbour Beautification Trust	Potential conflict WHBT work with Parks and Reserves to co-ordinate volunteer activities	Withdrawal from all West Harbour Beautification Trust/ DCC discussions involving this relationship.
	Member	Orokonui Ecosanctuary	Potential grants recipient	Withdraw from discussion and leave the table. If the meeting is in public excluded leave the room. Seek advice prior to the meeting.
	Member	Port Chalmers Golf Club	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Society of Beer Advocates	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	New Zealand Labour Party	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Port Chalmers Historical Society	Potential grants recipient	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Owner	Residential Property - Dunedin	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Shareholder	Various publicly listed companies	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	NZ Sea Lion Trust	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Edinburgh Sister City Society (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Predator Free Dunedin (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Cr Brent Weatherall	Member	Urban Access	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Owner	Residential Property	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Owner	Business George Street, Dunedin	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.

Name	Responsibility (i.e. Chairperson etc)	Declaration of Interests	Nature of Potential Interest	Member's Proposed Management Plan
	Trustee	Brent Weatherall Jeweller Limited	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Trustee	Weatherall Trustee Company	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Trustee	Residential Rental Properties	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Craigieburn Reserve Committee (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Public Art Gallery Society (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Andrew Whiley	Owner/Operator	Whiley Golf Inc and New Zealand Golf Travel Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director/Shareholder 22 May 2017	Estate of Grace Limited	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Trustee	Japek (Family Trust) - Property Ownership - Dunedin	Duties to Trust may conflict with duties of Council Office.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Otago Golf Club	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin South Rotary Club	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Institute of Directors	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	National Party	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Chairman	Volunteer South	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	President	New Zealand PGA (Professional Golf Association)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Chair	Dunedin Community House Executive Committee	Potential grants recipient	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Otago Property Investors Association	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Chisholm Links Golf Club	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Otago Peninsula Community Board (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Shanghai Association (Sister City Society) (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Grow Dunedin Partnership (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	NZ Masters Games Trust Board (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Puketai Residential Centre Liaison Committee (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.

Executive Leadership Team - Register of Interest - current as at 23 January 2023					
Name	Date of Entry	Responsibility (i.e. Chairperson etc)	Declaration of Interests	Nature of Potential Interest	Member's Proposed Management Plan
Sandy Graham		Owner	Residential property Dunedin	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	19/09/2018	Trustee	Trustee of the Taieri Airport Facilities Trust	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	25/07/2019	Member	St Clair Golf Club	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Simon Pickford		Owner	Residential property, Dunedin	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	21/02/2020	Wife	Owens residential properties, Dunedin	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	18/09/2020	Member	Kotui Board	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
John Christie		Wife is a member	Taieri Community Facilities Trust	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
		Wife employee (Community Connector)	Taieri Network	DCC has provided Place Based Funding to the Taieri Network. Potential future grants applicant.	Does not participate in grant funding decisions.
		Investor/Director	Saddle Hill Investment Trust	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
		Owner	Residential Properties Mosgiel	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	10/02/2022	Trustee	Otago Southland Manufacturers Association Trust	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	15/09/2017	Trustee	Diversity Works NZ	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	09/07/2018	Member	Society of Local Government Managers	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	16/11/2020	Trustee	Sister Cities New Zealand	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Simon Drew		Owner	Residential property Dunedin	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
		Chartered Member	Engineering New Zealand	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
		Judge	ACENZ (Association of Consulting Engineers NZ) Innovate Awards Judge	ACENZ have own conflict of interest policies.	Would not be allowed to judge a DCC project.
	17/04/2019	Member	Society of Local Government Managers	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Robert West		Owner	Residential property Dunedin	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
		Trustee	Caselberg Trust	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Gavin Logie		Owner	Residential property Dunedin	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
		Owner	Residential property Wanaka	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
		Minority shareholder	Southern Hospitality	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	17/07/2020	Director	Golden Block Investments Limited	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	17/07/2020	Director	Five Council-owned non-trading companies	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.

Executive Leadership Team - Register of Interest - current as at 23 January 2023					
Name	Date of Entry	Responsibility (i.e. Chairperson etc)	Declaration of Interests	Nature of Potential Interest	Member's Proposed Management Plan
	14/01/2021		Wife works in a senior financial position in the Finance Department, University of Otago Son works for Tregaskis Brown who provide consultancy services to Central Government	No conflict identified. No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises. Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Jeanette Wikaira		Trustee	Dunedin North Intermediate School	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
		Member	Otago Institute of Arts and Science	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
		Trustee	Hone Tuwhare Charitable Trust	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Claire Austin	17/09/2021	Owner	Residential property Dunedin	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
		Member	Institute of Directors	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
		Fellow	Australia and New Zealand School of Government	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.

CONFIRMATION OF MINUTES


ORDINARY COUNCIL MEETING - 13 DECEMBER 2022

RECOMMENDATIONS

That the Council:

- a) **Confirms** the public part of the minutes of the Ordinary Council meeting held on 13 December 2022 as a correct record.

Attachments

	Title	Page
A 	Minutes of Ordinary Council meeting held on 13 December 2022	17

Council MINUTES

Minutes of an ordinary meeting of the Dunedin City Council held in the Council Chamber, top floor - Dunedin Public Art Gallery, The Octagon, Dunedin on Tuesday 13 December 2022, commencing at 10.00 am

PRESENT

Mayor
Deputy Mayor

Mayor Jules Radich
Cr Sophie Barker

Members

Cr Bill Acklin	Cr David Benson-Pope (via zoom)
Cr Christine Garey	Cr Kevin Gilbert
Cr Carmen Houlahan (via zoom)	Cr Marie Laufiso
Cr Cherry Lucas	Cr Mandy Mayhem
Cr Jim O'Malley	Cr Lee Vandervis
Cr Steve Walker	Cr Brent Weatherall
Cr Andrew Whiley	

IN ATTENDANCE

Robert West (General Manager Corporate and Quality), Gavin Logie (Chief Financial Officer), Simon Pickford (General Manager Community Services), John Christie (Manager Enterprise Dunedin), Simon Drew (General Manager Infrastructure and Development), Jeanette Wikaira (Manahautū (General Manager Māori, Partnerships and Policy)), Gavin Logie (Chief Financial Officer), Paul Henderson (Building Services Manager), Anna Johnson (City Development Manager), Nathan Stoker (Team Leader Research and Monitoring), Scott MacLean (Group Manager Parks and Recreation), Antony Deaker (Economic Development Team Leader), David Ward (Group Manager 3 Waters), Scott Campbell (Regulation Manager 3 Waters), Jeanine Benson (Group Manager Transport), Michael Tannock (Network Assets Team Leader) Sharon Bodeker (Manager Governance), Clare Sullivan (Senior Committee Advisor), Jemma Adams (General Manager, DCHL) and Keith Cooper (Chair DCHL)

Governance Support Officer Lynne Adamson

OPENING PRAYER

Greg Hughson (retired University Chaplain) from the Dunedin Interfaith Council opened the meeting with a prayer.

1 PUBLIC FORUM

1.1 Public Forum - Wayne Stephenson

Associate Professor Mr Wayne Stevenson spoke on the proposed reinstatement of the groynes and responded to questions.

1.2 Public Forum - Tony Clear

Mr Clear addressed the meeting on the George Street upgrade project.

1.3 Public Forum - Quintin Jane on behalf of the OUSA

Quintin Jane, 2023 OUSA President for the OUSA introduced himself and spoke on the OUSA's support for the George St upgrade project.

Mr Jane spoke in support of half price bus fares and commented that the OUSA's preference would be free fares as students were on low incomes while studying.

Mr Jane responded to questions.

Moved (Mayor Jules Radich/Cr Steve Walker)

That the Council:

Extends the public forum.

Motion carried

1.4 Public Forum - Alan Race

Mr Alan Race spoke on the George Street changes on behalf of the Central City Advisory Group.

1.5 Public Forum - Rod Rust

Mr Rod Rust spoke on behalf of the St Clair Action Group; Board Riders and as a business owner on the proposed reinstatement of the groynes.

Mr Rust responded to questions.

1.6 Public Forum - Ray Macleod

Mr Ray Macleod spoke on the trial groynes reinstatement and discussed information on the differences between solid groynes and permeable groynes

Mr Macleod responded to questions.

2 APOLOGIES

There were no apologies.

3 DECLARATIONS OF INTEREST

Members were reminded of the need to stand aside from decision-making when a conflict arose between their role as an elected representative and any private or other external interest they might have.

Moved (Mayor Jules Radich/Cr Mandy Mayhem):

That the Council:

- a) **Notes** the Elected Members' Interest Register; and
- b) **Confirms** the proposed management plan for Elected Members' Interests.
- c) **Notes** the Executive Leadership Teams' Interest Register.

Motion carried (CNL/2022/103)

4 CONFIRMATION OF MINUTES

4.1 ORDINARY COUNCIL MEETING - 29 NOVEMBER 2022

Moved (Mayor Jules Radich/Cr Sophie Barker):

That the Council:

Confirms the public part of the minutes of the Ordinary Council meeting held on 29 November 2022 as a correct record.

Motion carried (CNL/2022/104)

REPORTS

5 FUTURE DEVELOPMENT STRATEGY: SCOPE AND FOCUS AREAS

A report from City Development sought approval for the scope and overall focus for the Future Development Strategy which was being prepared by the Dunedin City Council and Otago Regional Council in partnership with mana whenua.

The General Manager Infrastructure and Development (Simon Drew), City Development Manager (Anna Johnson) and Team Leader Research and Monitoring (Nathan Stoker) spoke to the report and responded to questions.

Cr Garey left the meeting at 11.00 am and returned at 11.03 am.

Moved (Cr Jim O'Malley/Cr Sophie Barker):

That the Council:

- a) **Notes** the updated Housing Capacity Assessment.
- b) **Notes** the publication of the Business Land Capacity Assessment and further business land assessment work being undertaken
- c) **Notes** the proposed approach to engaging with the community and key stakeholders prior to the publication of the draft FDS.
- d) **Notes** that the Otago Regional Council considered the matter on 7 December, and agreed to use a medium growth scenario and included the recommended focus areas (as per Option 1).
- e) **Approves** using a medium growth scenario and recommended scope that included the identified focus areas (Option 1).

Motion carried (CNL/2022/105)

Moved (Mayor Jules Radich/Cr Marie Laufiso)

That the Council:

Adjourns the meeting.

Motion carried

The meeting adjourned at 11.35 am and reconvened at 11.47 am.

6 ELECTED MEMBER REMUNERATION FOR THE 2022-2025 TRIENNium

A report from Civic sought approval of a revised remuneration allocation of the governance pool in response to a concern raised by the Authority.

The Manahautū (General Manager Māori Partnerships and Policy) (Jeanette Wikaira) and Manager Governance (Sharon Bodeker) spoke to the report and responded to questions.

Moved (Cr Marie Laufiso/Cr Christine Garey):

That the Council:

- a) **Approves** annual remuneration of \$106,600 for the Deputy Mayor.
- b) **Approves** annual remuneration of \$89,192 for Chairs of Standing Committees.
- c) **Approves** annual remuneration of \$78,428 for Deputy Chairs, Councillors

Moved: (Mayor Radich/Cr Andrew Whiley):

That the Council:

Adjourns the meeting.

Motion carried

The meeting adjourned at 12.04 pm and reconvened at 12.08 pm.

Cr Sophie Barker assumed the Chair at 12.08 pm.

The Mayor resumed the Chair at 12.09 pm.

Moved (Cr Sophie Barker/Cr Kevin Gilbert)

That the Council:

Adjourns the meeting.

Motion carried

The meeting adjourned at 12.10 pm and reconvened at 12.13 pm.

Cr Sophie Barker assumed the Chair at 12.13 pm.

The Mayor resumed the Chair at 12.14 pm.

Division

The Council voted by division

For: Crs David Benson-Pope, Christine Garey, Marie Laufiso and Steve Walker (4).

Against: Crs Bill Acklin, Sophie Barker, Kevin Gilbert, Carmen Houlahan, Cherry Lucas, Mandy Mayhem, Jim O'Malley, Lee Vandervis, Brent Weatherall, Andrew Whiley and Mayor Jules Radich (11).

Abstained: Nil

The division was declared LOST by 11 votes to 4

Motion carried (CNL/2022/106)

Following discussion it was moved (Mayor Jules Radich/Cr Sophie Barker):

That the Council:

- a) **Approves** annual remuneration of \$110,475 for the Deputy Mayor.
- b) **Approves** annual remuneration of \$90,979 for Chairs of Standing Committees.
- c) **Approves** annual remuneration of \$77,982 for Deputy Chairs.

- d) **Approves** annual remuneration of \$72,783 for Councillors.
- e) **Notes** the revised remuneration levels would be forwarded to the Remuneration Authority for approval.

Division

The Council voted by division

For: Crs Bill Acklin, Sophie Barker, David Benson-Pope, Christine Garey, Kevin Gilbert, Carmen Houlahan, Marie Laufiso, Cherry Lucas, Mandy Mayhem, Jim O'Malley, Lee Vandervis, Brent Weatherall, Andrew Whiley and Mayor Jules Radich (14).
Against: Cr Steve Walker (1).
Abstained: Nil

The division was declared CARRIED by 14 votes to 1

Motion carried (CNL/2022/107)

Moved Mayor Radich/Cr Steve Walker

That the Council:

Adjourns the meeting.

Motion carried

The meeting adjourned at 12.35 pm and reconvened at 1.02 pm.

7 RECREATION TRACKS PLAN 2022

A report from Parks and Recreation presented the draft Recreation Tracks Plan 2022 for adoption in replacement of the 1998 Track Policy and Strategy.

The General Manager Community Services (Simon Pickford) and Group Manager Parks and Recreation (Scott MacLean) spoke to the report and responded to questions.

Moved (Mayor Jules Radich/Cr Steve Walker):

That the Council:

- a) **Adopts** the Recreation Track Plan 2022.
- b) **Authorises** the Chief Executive to make any minor editorial changes to the Recreation Tracks Plan 2022.
- c) **Notes** that implementation of the Recreation Tracks Plan 2022 follows an annual implementation plan and would require ongoing engagement with stakeholders and the community and regular reporting to Council and the community.

Motion carried (CNL/2022/108)

8 SUBMISSION ON INCREASING VALUE FROM GOVERNMENT INVESTMENT IN THE NEW ZEALAND SCREEN PRODUCTION GRANT

A report from Enterprise Dunedin sought approval for a Dunedin City Council submission on the consultation (the Consultation) on Increasing Value from Government Investment in the New Zealand Screen Production Grant.

The Manager Enterprise Dunedin (John Christie) and Antony Deaker (Economic Development Team Leader) spoke to the report and responded to questions on the submission.

Moved (Mayor Jules Radich/Cr Sophie Barker):

That the Council:

- a) **Approves** the DCC submission on 'Increasing Value from Government Investment in the New Zealand Screen Production Grant (NZSPG)'.
- b) **Authorises** the Mayor or his delegate to speak to the DCC submission at the hearings.
- c) **Authorises** the Chief Executive to make any minor editorial changes to the submission.

Motion carried (CNL/2022/109)

9 SUBMISSION: TAUMATA AROWAI NOTIFIABLE RISKS OR HAZARDS DISCUSSION DOCUMENT

A report from 3 Waters sought approval of a draft submission to Taumata Arowai on the Notifiable Risks or Hazards Discussion Document.

The General Manager Infrastructure and Development (Simon Drew), Group Manager 3 Waters (David Ward) and Regulation Manager 3 Waters (Scott Campbell) spoke to the report and responded to questions.

Moved (Cr Jim O'Malley/Cr Mandy Mayhem):

That the Council:

- a) **Approves** the draft DCC submission to Taumata Arowai.
- b) **Authorises** the Mayor or his delegate to speak to the DCC submission at any hearing on the proposal.
- c) **Authorises** the Chief Executive to make any minor editorial changes to the submission to ensure consistency of language.

Motion carried (CNL/2022/110)

10 WARRANT CARDS 2021/22

A report from Community Services advised the warrants that had been issued by the Chief Executive Officer in the 12-month period ending 31 October 2022.

The General Manager Community Services (Simon Pickford) spoke to the report and responded to questions.

Moved (Mayor Jules Radich/Cr Kevin Gilbert):

That the Council:

- a) **Notes** the Warrant Cards 2021/22 report for the 12-month period ending 31 October 2022.
- b) **Revokes** the resolution of 5 December 2005, *"That the Council receive future reports on an annual basis for its information"*.

Motion carried (CNL/2022/111)

11 ROAD NAMING REPORT-DECEMBER 2022

A report from Transport sought approval of a legal road name and four private ways at five different developments in Dunedin.

The General Manager Infrastructure and Development (Simon Drew) and Group Manager Transport (Jeanine Benson) spoke to the report and responded to questions.

Moved (Cr Andrew Whiley/Cr Christine Garey):

That the Council:

- a) **Names** a legal road off Camp Street as 'Batham Way'.
- b) **Names** a private way off Church Street as 'Armson Close'.
- c) **Names** a private way off Grimness Street as 'Whānau Āwhina Way'.
- d) **Names** a private way off 13 Durham Street as 'George Lewin Lane'.
- e) **Names** a private way off 107 Wray Street as 'de Beer Close'.

Motion carried (CNL/2022/112)

12 PROPOSED EVENT ROAD CLOSURES FOR JANUARY - APRIL 2023

A report from Transport recommended approval of temporary road closures relating to the following events:

- a) Veteran Car Display
- b) Red Hot Chilli Peppers
- c) Event Activation Octagon Closure
- d) Chinese New Year Celebrations 2023
- e) Motorsport Event – Local Sportscar Event
- f) Annual Thieves Alley - Market Day
- g) Royal New Zealand Pipe Band Association, Annual Octagonal Day, and Street March
- h) Graduation Parade
- i) South Dunedin Street Festival

The Group Manager Transport (Jeanine Benson) and Network Assets Team Leader (Michael Tannock) spoke to the report and responded to questions.

Moved (Cr Steve Walker/Cr Bill Acklin):

That the Council:

- a) **Resolves** to close the roads detailed below (pursuant to Section 319, Section 342, and Schedule 10 clause 11(e) of the Local Government Act 1974):
 - i) **Veteran Car Display**
Date and time:
Saturday 21 January 2023, from 8:00am to 1:00pm.
Road:
The Octagon Central Carriageway.
 - ii) **Red Hot Chilli Peppers**
Date and time:
Wednesday 25 January 2023, from 12:00pm to Friday 27 January 12:00pm.
Road:
Anzac Avenue from Union Street to Butts Road (this section will be closed to cater for food trucks during the event).
 - iii) **Event Activation Closure - Red Hot Chilli Peppers**
Date and time:
Thursday 26 January 2023, from 7:00pm to Friday 27 January 5:00am.
Road:
The Lower Octagon and Stuart Street from the Octagon to Moray Place.
 - iv) **Chinese New Year – Dragon Parade**
Date:
Saturday 28 January 2023.

Roads and Times:

- ☐ 5:00pm to 11:30pm - Queens Gardens cul-de-sac from Cumberland Street to the Carpark.
- ☐ 6:00pm to 7:15pm - Princes Street from The Octagon to Moray Place.
- ☐ 7:15pm to 7:30pm - Princes Street and Rattray Street from Moray Place to Cumberland Street.
- ☐ 9:30pm to 10:30pm - Thomas Burns St from Fryatt Street to Mason Street, and Wharf Street northbound from the Cumberland Street overbridge to Fryatt Street.

v) Motorsport Event - local sportscar club

Date and time:

Thursday 29 January 2023, from 9:00am to 5:00pm.

Road:

Scroggs Hill Road from 85 Scroggs Hill Road to McIntosh Road.

vi) Annual Thieves Alley - Market Day

Date and time:

Saturday 11 February 2023, from 5:00am to 6:00pm.

Roads:

- ☐ The Octagon, Bath and Harrop Streets.
- ☐ Upper and Lower Stuart Street, from Moray Place to The Octagon.
- ☐ George and Princes Streets from Moray Place to The Octagon.

Motion carried (CNL/2022/113)

13 RESOLUTION TO STOP A PORTION OF GREY STREET, ALLANTON

A report from Property recommended concluding the road stopping process for 298m² of land at Allanton, as the public notification process had been completed and there had been no objections received.

The Group Manager Transport (Jeanine Benson) and Network Assets Team Leader (Michael Tannock) spoke to the report and responded to questions.

Moved (Cr Steve Walker/Cr Bill Acklin):

That the Council:

- a) **Resolves** that under Section 342 of the Local Government Act 1974 the portion of unformed road described as Section 1 SO 576292 is stopped.
- b) **Notes** that no objections were submitted during the notice period.
- c) **Authorises** a public notice declaring that the road is stopped.

Motion carried (CNL/2022/114)

14 2022 ANNUAL REPORTS FOR THE DUNEDIN CITY HOLDINGS LTD GROUP

A report from Civic appended the 2022 Annual Reports of Dunedin City Holdings Ltd Group companies, excluding Dunedin Venues Management Limited, which would be available in the New Year.

The Chair, DCHL (Keith Cooper) and General Manager DCHL (Jemma Adams) spoke to the reports and responded to questions.

Moved (Cr Sophie Barker/Cr Bill Acklin):

That the Council:

a) **Notes** the 2022 Annual Reports of:

- Dunedin City Holdings Limited
- Dunedin City Treasury Limited
- Aurora Energy Limited
- City Forests Limited
- Delta Utility Services Limited
- Dunedin International Airport Limited
- Dunedin Railways Limited
- Dunedin Stadium Property Limited

Motion carried (CNL/2022/115)

Moved (Mayor Jules Radich/Cr Steve Walker):

That the Council:

Adjourns the meeting.

Motion carried

The meeting adjourned at 3.17 pm and reconvened at 3.30 pm.

15 NOTICE OF MOTION - GEORGE STREET

In accordance with Standing Order 26.1, a Notice of Motion was received from Mayor Radich.

Moved (Mayor Jules Radich/Cr Steve Walker):

That the Council:

Extends the meeting beyond 6 hours.

Motion carried

Cr Sophie Barker assumed the Chair.

Moved (Cr Sophie Barker/Cr Andrew Whiley):

That the Council:

Adjourns the meeting.

Motion carried

The meeting adjourned at 4.11 pm and reconvened at 4.12 pm

The Mayor resumed the Chair.

It was requested that i) and ii) be taken separately.

Moved (Mayor Jules Radich/Cr Bill Acklin):

That the Council:

- a) **Request** an update report on the Retail Quarter Upgrade works in time for the Infrastructure Services Committee meeting in February 2023 to establish:
 - i) How the project is tracking relative to its budget and timeframes.

Division

The Council voted by division

For: Crs Bill Acklin, Sophie Barker, David Benson-Pope, Kevin Gilbert, Carmen Houlahan, Cherry Lucas, Mandy Mayhem, Jim O'Malley, Lee Vandervis, Brent Weatherall, Andrew Whiley and Mayor Jules Radich (12).

Against: Crs Christine Garey, Marie Laufiso and Steve Walker (3).

Abstained: Nil

The division was declared CARRIED by 12 votes to 3

Motion carried (CNL/2022/116)

Moved (Mayor Jules Radich/Cr Bill Acklin):

That the Council:

- ii) How flexibility can be incorporated into the remainder of the project to minimise future expense if modification is deemed necessary.

Division

The Council voted by division

For: Crs Bill Acklin, Kevin Gilbert, Carmen Houlahan, Cherry Lucas, Lee Vandervis, Brent Weatherall, Andrew Whiley and Mayor Jules Radich (8).
Against: Crs Sophie Barker, David Benson-Pope, Christine Garey, Marie Laufiso, Mandy Mayhem, Jim O'Malley and Steve Walker (7).
Abstained: Nil

The division was declared CARRIED by 8 votes to 7

Motion carried (CNL/2022/117)

Cr Bill Acklin left the meeting at 4.22 pm.

16 NOTICE OF MOTION - PUBLIC TRANSPORT FARES

In accordance with Standing Order 26.1, a Notice of Motion was received from Councillor Steve Walker.

It was requested that resolution d) be taken separately.

Moved (Cr Steve Walker/Cr Jim O'Malley):

That the Council:

- a) **Supports** the continuation of government funded, universal half price fares for public transport beyond the current end date of 1 February 2023;
- b) **Writes** to the Minister of Transport, Minister of Finance and Minister for Climate Change to relay the message, before the House rises for 2022;
- c) **Seeks** the support of the Otago Regional Council, as the authority responsible for implementing it in Dunedin

Motion carried (CNL/2022/118)

Moved (Cr Steve Walker/Cr Jim O'Malley):

That the Council:

- d) **Requests** the Otago Regional Council retains the one-dollar fare while we jointly lobby government.

Motion carried (CNL/2022/119) with Mayor Jules Radich and Cr Lee Vandervis recording their vote against

RESOLUTION TO EXCLUDE THE PUBLIC

That the Council:

Pursuant to the provisions of the Local Government Official Information and Meetings Act 1987, exclude the public from the following part of the proceedings of this meeting namely:

General subject of the matter to be considered	Reasons for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution	Reason for Confidentiality
C1 St Clair Beach - Timber Groyne	S7(2)(g) The withholding of the information is necessary to maintain legal professional privilege.	S48(1)(a) The public conduct of the part of the meeting would be likely to result in the disclosure of information for which good reason for withholding exists under section 7.	
C2 Property update	S7(2)(h) The withholding of the information is necessary to enable the local authority to carry out, without prejudice or disadvantage, commercial activities. S7(2)(i) The withholding of the information is necessary to enable the local authority to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).	S48(1)(a) The public conduct of the part of the meeting would be likely to result in the disclosure of information for which good reason for withholding exists under section 7.	
C3 Property Option	S7(2)(h) The withholding of the information is necessary to enable the local authority to carry out, without	S48(1)(a) The public conduct of the part of the meeting would be likely to result in the disclosure of	

	prejudice or disadvantage, commercial activities.	information for which good reason for withholding exists under section 7.
	S7(2)(i) The withholding of the information is necessary to enable the local authority to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).	
C4 Property Opportunity	S7(2)(h) The withholding of the information is necessary to enable the local authority to carry out, without prejudice or disadvantage, commercial activities.	S48(1)(a) The public conduct of the part of the meeting would be likely to result in the disclosure of information for which good reason for withholding exists under section 7.
	S7(2)(i) The withholding of the information is necessary to enable the local authority to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).	
C5 Dunedin City Holdings Group: Director Appointment	S7(2)(a) The withholding of the information is necessary to protect the privacy of natural persons, including that of a deceased person.	S48(1)(a) The public conduct of the part of the meeting would be likely to result in the disclosure of information for which good reason for withholding exists under section 7.

This resolution is made in reliance on Section 48(1)(a) of the Local Government Official Information and Meetings Act 1987, and the particular interest or interests protected by Section 6 or Section 7

of that Act, or Section 6 or Section 7 or Section 9 of the Official Information Act 1982, as the case may require, which would be prejudiced by the holding of the whole or the relevant part of the proceedings of the meeting in public are as shown above after each item.

That Michael Garbett and Jessica Hardman (Anderson Lloyd) be permitted to remain in the meeting because of their knowledge for Item C1. This knowledge would be of assistance and was relevant to the matter being discussed.

The meeting moved into confidential at 4.44 pm and concluded at 7.00 pm.

.....
MAYOR

REPORTS

ACTIONS FROM RESOLUTIONS OF COUNCIL MEETINGS

Department: Civic

EXECUTIVE SUMMARY

- 1 The purpose of this report is to show progress on implementing resolutions made at Council meetings.
- 2 As this report is an administrative report only, there are no options or Summary of Considerations.

RECOMMENDATIONS

That the Council:

Notes the Open and Completed Actions from resolutions of Council meetings as attached.

DISCUSSION

- 3 This report also provides an update on resolutions that have been actioned and completed since the last Council meeting.

NEXT STEPS

- 4 Updates will be provided at future Council meetings.

Signatories

Author:	Lynne Adamson - Governance Support Officer
Authoriser:	Sharon Bodeker - Acting Manager Governance

Attachments

	Title	Page
A	Council Public Open Actions	35
B	Council Public Closed Actions	36

Key	
Changes to timeframes	
Progress to date update	Bold

COUNCIL PUBLIC RESOLUTIONS 2022-2025 OPEN ACTIONS – JANUARY 2023					
OPEN ACTIONS					
Meeting Date	Resolution	Report	Resolution or Action to be Taken	Group	Status
PUBLIC NOTICE OF MOTION RESOLUTIONS 2022-2025 – OPEN ACTIONS JANUARY 2023					
Meeting Date	Resolution	Report	Resolution or Action to be Taken	Group	Status
13/12/2022	CNL/2022/116	Notice of Motion – George Street	Request an update report on the Retail Quarter Upgrade works in time for the Infrastructure Services Committee meeting in February 2023 to establish: i) How the project is tracking relative to its budget and timeframes.		January 2023 - A report will be presented to the Infrastructure and Services Committee in February 2023.
	CNL/2022/117		ii) How flexibility can be incorporated into the remainder of the project to minimise future expense if modification is deemed necessary.		

Key	
Changes to timeframes	
Progress to date update	Bold

PUBLIC COUNCIL RESOLUTIONS 2022-2025 COMPLETED ACTIONS - JANUARY 2023					
Meeting Date	Resolution	Report	Resolution or Action to be Taken	Group	Status
29/11/2022	CNL/2022/096	Submission on National direction for plantation and exotic carbon afforestation	Approves the Dunedin City Council submission to the Ministry for Primary Industries and Ministry for the Environment on the National Direction for Plantation and Exotic Carbon Afforestation. Authorises the Chief Executive to make any minor editorial changes to ensure consistency of language.	City Development/Corporate Policy	Completed – The submission was sent on 1 December 2022
29/11/2022	CNL/2022/001	Submission on the future of St Andrew Street	Approves the Dunedin City Council submission to Waka Kotahi on the SH88 St Andrew Street Dunedin project consultation. Authorises the Chief Executive to make any minor editorial changes to the submission if required.	Transport	Completed – The submission was sent on 30 November 2022
13/12/2022	CNL/2022/109	Submission on Increasing value from government investment in the New Zealand Screen Production Grant	Approves the DCC submission on 'Increasing Value from Government Investment in the New Zealand Screen Production Grant (NZSPG)'. Authorises the Mayor or his delegate to speak to the DCC submission at the hearings. Authorises the Chief Executive to make any minor editorial changes to the submission.	Enterprise Dunedin	Completed – The submission was sent on 15 December 2022
13/12/2022	CNL/2022/110	Submission: Taumata Arowai Notifiable Risks or Hazards Discussion Document	Approves the draft DCC submission to Taumata Arowai. Authorises the Mayor or his delegate to speak to the DCC submission at any hearing on the proposal. Authorises the Chief Executive to make any minor editorial changes to the submission to ensure consistency of language.	3 Waters	Completed – The submission was sent to Taumata Arowai on 14 December 2022.
13/12/2022	CNL/2022/112	Road Naming Report December 2022	Names a legal road off Camp Street as 'Batham Way'. Names a private way off Church Street as 'Armson Close'. Names a private way off Grimness Street as 'Whānau Āwhina Way'. Names a private way off 13 Durham Street as 'George Lewin Lane'. Names a private way off 107 Wray Street as 'de Beer Close'	Transport	Completed – LINZ has been notified with the road name approval for addressing matters and road signs are being installed.
13/12/2022	CNL/2022/107	Elected Member Remuneration for the 2022-2025 Triennium	Approves annual remuneration of \$110,475 for the Deputy Mayor. Approves annual remuneration of \$90,979 for Chairs of Standing Committees. Approves annual remuneration of \$77,982 for Deputy Chairs. Approves annual remuneration of \$72,783 for Councillors. Notes the revised remuneration levels would be forwarded to the Remuneration Authority for approval.	Civic	Completed – The Remuneration Authority has signed off the proposal. The approved remuneration will take effect once the determination has been gazetted. This is expected to be late February/early March 2023.
13/12/2022	CNL/2022/105	Future Development Strategy: Scope and focus areas	Approves using a medium growth scenario and recommended scope that included the identified focus areas (Option 1).	City Development	Completed – The medium growth scenario will be used in the development of the Future Development Strategy.

Key	
Changes to timeframes	
Progress to date update	Bold

13/12/2022	CNL/2022/108	Recreation Tracks Plan 2022	Adopts the Recreation Track Plan 2022. Authorises the Chief Executive to make any minor editorial changes to the Recreation Tracks Plan 2022.		Completed
30/03/2021	CNL/2021/057	Approval to Grant Right of Way Easement over Part Local Purpose (Esplanade) Reserve at 169 Main South Road, Green Island.	Acting in its capacity as the administering body of the Local Purpose (Esplanade) Reserve pursuant to the Reserves Act 1977: - Grants the right of way easements over part of the Local Purpose (Esplanade) Reserve at 169 Main South Road, Green Island, in favour of the properties identified in this report and subject to the conditions outlined in this report. - Approves waiving the annual rental for use of the Local Purpose (Esplanade) Reserve at Main South Road, Green Island. - Decides that the criteria for exemption from public notification have been met. Acting under delegation from the Minister of Conservation dated 12 June 2013, and pursuant to section 48 of the Reserves Act 1977, consents to the grant of right of way easements over part of the Local Purpose (Esplanade) Reserve to property at 169 Main South Road, Green Island, in favour of the properties identified in this report and subject to the conditions outlined in the report.	Parks and Recreation	Completed – The easement has been approved by Land Information New Zealand pursuant to section 348 of the Local Government Act 2022.
<p align="center">PUBLIC NOTICE OF MOTION RESOLUTIONS 2022-2025</p> <p align="center">COMPLETED ACTIONS - JANUARY 2023</p>					
Meeting Date	Resolution	Report	Resolution or Action to be Taken	Group	Status
13/12/2022	CNL/2022/118	Notice of Motion - Public Transport Fares	Supports the continuation of government funded, universal half price fares for public transport beyond the current end date of 1 February 2023; Writes to the Minister of Transport, Minister of Finance and Minister for Climate Change to relay the message, before the House rises for 2022; Seeks the support of the Otago Regional Council, as the authority responsible for implementing it in Dunedin		Completed – Cr O'Malley sent letters to the Ministers sent a letter to the Ministers on 15 December 2022 advising of DCC support for the continuation of half price fares. A letter was sent to the ORC Chairperson requesting consideration of support for the continuation of half price fares.

FORWARD WORK PROGRAMME FOR COUNCIL - JANUARY 2023

Department: Civic

EXECUTIVE SUMMARY

- 1 The purpose of this report is to provide the updated forward work programme for the 2022-2023 year (Attachment A).
- 2 As this is an administrative report only, there are no options or Summary of Considerations.

RECOMMENDATIONS

That the Council:

- a) **Notes** the updated Council forward work programme as shown in Attachment A.

DISCUSSION

- 3 The forward work programme is a regular agenda item which shows areas of activity, progress and expected timeframes for Council decision making across a range of areas of work.
- 4 As an update report, the purple highlight shows changes to timeframes. New items added to the schedule are highlighted in yellow. Items that have been completed or updated are shown as bold.
- 5 The attached report covers all items previously presented to Council in late 2022. With the establishment of the new committee structure, if delegations are approved, some items will be transferred to their relevant committees.

NEXT STEPS

- 6 An updated report will be presented to the February 2023 Council meeting.

Signatories

Author:	Sharon Bodeker - Manager Governance
Authoriser:	Sandy Graham - Chief Executive Officer

Attachments

	Title	Page
A	Council Forward Work Programme - January 2023	41

Key	
New item	
Changes to timeframes	
Completed; progress to date update	Bold

Council Forward Work Programme 2022/2023 - January 2023															
Area of Work	Reason for Work	Council role (decision and/or direction)	Expected timeframes												
			Jan	Feb	Mar	Apr	May	June	July	August	Sept	Oct	Nov	Dec	Jan
Annual Report	Statutory requirement under the LGA.	Decision to adopt the Annual Report. Progress to date: Work on the 2021/22 Annual Report is in progress. The Annual Report has been delayed due to audit timeframes. This is because additional audit work has been required for the 3 Waters revaluation and Council's compliance with the water standards. It is estimated that the Report will be presented for adoption before the end of March 2023.					Interim audit			Final audit of 2022/23 Annual Report					
Review of Standing Orders	Statutory requirement under Schedule 7, clause 27 of the LGA. Originally adopted in 2016. Nationally changes have been made to Local Government Standing Orders. Further changes have been identified locally.	Review Standing Orders Progress to date: This review will now be progressed by the new Civic Affairs Committee. An initial workshop is scheduled for March 2023.			Workshop										
Review of Code of Conduct	Statutory requirement under Schedule 7, clause 15 of the LGA. Originally adopted in 2016. Nationally changes have been made to Local Government Code of Conduct, including incorporation of social media. Those changes may improve the current Standing Orders adopted by Council.	Consider and decide on proposed changes to the Code of Conduct. Progress to date: This review will now be progressed by the new Civic Affairs Committee. An initial workshop is scheduled for March 2023.			Workshop										
Elected member gift policy	Currently included in Code of Conduct but good practice to review and adopt as a separate policy.	Decide on an Elected Members Gift Policy. Progress to date: This review will now be progressed by the new Civic Affairs Committee. An initial workshop will be scheduled in mid 2023.					Workshop								

Area of Work	Reason for Work	Council role (decision and/or direction)	Expected timeframes												
			Jan	Feb	Mar	Apr	May	June	July	August	Sept	Oct	Nov	Dec	Jan
Committee Structure Delegations Manual	<p>Council may delegate to committees those powers necessary for them to carry out their responsibilities in an efficient and effective way.</p> <p>Any changes to the Committee Structure Delegations manual must be done by Council.</p>	<p>Consider and decide on proposed changes to the Committee and Structure Delegations Manual.</p> <p>Progress to date: The Committee Structure and Delegations Manual is on the agenda for adoption.</p>	Adoption	As and when required											
Investment Plan	Develop an Investment Plan	<p>Consider and decide on an investment plan.</p> <p>Progress to date: A workshop on the Investment Plan was held on 21 November 2022. A draft of the Investment Plan is currently being finalised. The Plan is referenced in the Letter of Expectation to DCHL. The Plan will go to the Finance & CCO committee in May.</p>					Finance & CCO								
LGNZ AGM Remits and Rules	Remits and rule changes to be considered at the AGM.	<p>Consider and decide on remits and rule changes.</p> <p>Progress to date: Remits will be considered in June 2023, in time for the next LGNZ Annual General Meeting.</p>						Consider							
Triennial Agreement	Statutory requirement under the LGA to enter into an agreement that contains protocols for communication and coordination, with all local authorities within the Otago region.	<p>Approve agreement with all local authorities within the Otago region.</p> <p>Progress to date: The draft agreement is on the agenda for the February 2023 Council meeting. Agreement must be reached no later than 1 March 2023.</p>		Approval report											
Review of Strategic Framework, incorporating Sustainability Framework options and aligned levels of service	Review, update and align strategies	<p>Ongoing decision making throughout the review process.</p> <p>Progress to date: Introductory workshops for the Councillor Induction programme have been delivered with further workshops planned on the City Portrait and the Māori Strategic Framework. An ongoing workshop programme on progress of the Strategic Refresh work programme is currently being established for 2023, and will be reported to the Strategy, Planning & Engagement Committee in May.</p>		Update report on engagement	Ongoing work	Report to Committee Workshop	Ongoing work								

Area of Work	Reason for Work	Council role (decision and/or direction)	Expected timeframes												
			Jan	Feb	Mar	Apr	May	June	July	August	Sept	Oct	Nov	Dec	Jan
Submissions to central government and other external parties.	Provide feedback on proposals from central government and other external parties.	Consider and decide on draft submission on central government and other external parties proposals. Progress to date: 11 submissions have been considered to date. Four new submissions are on the agenda for approval.	4 Submissions	As and when required											
3 Waters reform	The Government has initiated changes to the service delivery arrangements for 3 waters.	Progress to date: On hold. Waiting to see if any changes are announced in respect of 3 waters reform. (Council - 31 May 22; CNL/2022/029).	Ongoing work												
3 Waters reform	Water services entity bill	Progress to date: The Water Services Entities Bill passed its Second Reading on 15 November 2022. It is now up for debate by the Committee of the Whole House. The Bill is scheduled for its Third Reading this year.	Work ongoing												
Annual Plans and 10 year plans															
Annual Plan	Statutory requirement under the LGA	Consider and make decisions as necessary on the development and adoption of the Annual Plan. Progress to date: Work is progressing on the development of the 2023/24 Annual Plan. Budget and option reports will be presented to the mid February 2023 Council meeting for consideration.		Options and budget reports A.Plan	Engagement		Hearings and deliberations	Adoption							
Targeted rates for kerbside collection	Look at targeted rates, fixed and progressive targeted rates for 2023/24 Annual Plan. (Council - 31 Jan 22; CAPCC/2022/009)	Consider and decide on a preferred option for charging targeted rates for kerbside collection. Progress to date: With the delay in the start to the new kerbside collection programme, options for charging targeted rates will now be considered in time for the 10 year plan 2024-34.													
Pay as you throw technology	Provide an update on pay as you throw technology for 2022/23 Annual Plan (and future AP's as appropriate). (Council - 27 Jan 21; CNL/2021/018))	Update report Progress to date: Staff continue to monitor any developments in PAYT technology. At this time there are no developments in PAYT technology to report. Future reports will be presented to the Infrastructure Services Committee.	Ongoing monitoring												

Area of Work	Reason for Work	Council role (decision and/or direction)	Expected timeframes												
			Jan	Feb	Mar	Apr	May	June	July	August	Sept	Oct	Nov	Dec	Jan
Sports facilities	Staff to work with Sport Otago, Dunedin Gymnastics Academy and gym clubs to investigate options to find suitable facilities for their activities in the Sports Facilities Review Report. (Council - 31 May 21; CNL/2021/120)	Update on progress Progress to date: The Sports Facilities Review Report will be presented to the February 2023 Annual Plan meeting.		Report											
Destination playground	Prepare an options report for the development of a new destination playground, in time for the 2022/23 Annual Plan. (Council - 31 May 21; CNL/2021/130)	Consider options for a destination playground. Progress to date: Engagement commenced in mid October 2022 on destination playspaces. The results of that engagement has informed the report to be presented to the February 2023 Council meeting. (CAPCC/2022/035)		Report	Ongoing work										
Aquatics review	Include discussions with the Therapeutic Pool Trust as part of the Aquatics Network Review (Council 23 May 22; CAPCC/2022/034) .	Aquatics review will inform the 2023/24 Annual Plan. Progress to date: A report will be presented to the February 2023 Annual Plan meeting.		Report											
Outram Glen	Prepare a report for the Annual Plan 2023/24 on the cost to upgrade the facilities at Outram Glen including the provision of a new toilet and road sealing options. (Council - 23 May 22; (CAPCC/2022/033) .	Consider options and costs. Progress to date: A report will be presented to the February 2023 Annual Plan meeting.		Report											
Council Controlled Organisations															
Council controlled organisations - letter of expectation for DCHL	Provides Council's annual direction to DCHL, outlining accountabilities, roles and responsibilities.	Decides on the content of the Letter of Expectation to the Board of DCHL. Progress to date: A letter of expectation for the 2023/24 year is on the agenda.	Report												
Council controlled organisations - Statements of Intent	Statutory requirement under section 64 of the LGA, and the Energy Companies Act, to provide statements of intent to its shareholders. Section 65 of the LGA requires local authorities to agree to the statements of intent, or if not agreed to, take steps to have them notified.	Provide feedback on draft statements of intent. Agree to the final statements of intent adopted by the Boards of each CCO. Progress to date: Draft Statements of Intent for 2023/24 will be considered at the Finance and CCO Committee in March 2023.			Consider Draft Stmts			Approve							

Area of Work	Reason for Work	Council role (decision and/or direction)	Expected timeframes												
			Jan	Feb	Mar	Apr	May	June	July	August	Sept	Oct	Nov	Dec	Jan
Company Annual Reports	Notes the DCHL parent financial statements for the financial year.	Progress to date: The parent financial report for the year ended 30 June 22 will be presented to the Finance & CCO committee in February 2023.		Report											
Dunedin Railways	Support the Otago Central Rail Trust to seek funding for feasibility work on possible extensions to the Otago Central Rail Trail between Middlemarch and Wingatui, in collaboration with mana whenua and other interested parties. (Council - 31 May 21; CNL/2021/101)	Update report Progress to date: DCC continues to engage with the Otago Central Rail Trail Trust on the development of a cycle trail feasibility study along the Taieri Gorge.	Ongoing work												
Dunedin Railways	Options for long term operations and governance of Dunedin Railways Ltd.	Decide on options. Progress to date: A report on the options for long term operations and governance of Dunedin Railways Limited is on the agenda. This report is public excluded. (CNL/2022/028)	Report												
Climate Change Work Programme incorporating:															
Zero Carbon 2030 and Alliance Concept	Development of a work programme to achieve alignment with Council's Zero Carbon 2030 target.	Progress to date: An update on the Zero Carbon work programme is on the agenda.	Update report	Ongoing work				Update report	Ongoing work						
District Energy Scheme	Final decision to be made on whether to progress with Octagon Area DES or connection to the existing PEL DES, prior to construction commencing on the George Street upgrade. (Council - 15 Dec 20)	Decide on options for a district energy scheme Progress to date: An update report will be presented at a future date.													
South Dunedin Future	Working with the community and Otago Regional Council on the future of South Dunedin	Ongoing decision making throughout the process. Progress to date: Procurement for climate change risk assessment and initial adaptation options for South Dunedin will commence from January to March 2023. Communications and natural hazards work is planned for April to June 2023, followed by community engagement from July to September 2023. Joint ORC and DCC workshops will be delivered throughout the year.	Ongoing work			Update report	Ongoing work								

Area of Work	Reason for Work	Council role (decision and/or direction)	Expected timeframes												
			Jan	Feb	Mar	Apr	May	June	July	August	Sept	Oct	Nov	Dec	Jan
Bylaws Work Programme and Plans															
Interim Speed Management Plan	Development of a Dunedin Interim Speed Management Plan.	Consider and decide on proposed changes to speed limits. Progress to date: Consultation commenced 14 November, and closed on 9 December 2022. Hearings are likely to be scheduled in late February.		Possible Hearing	Recommendations to Council		Ongoing work								
Waste Minimisation and Management Bylaw	Bylaw prepared under the Local Government Act 2002, Waste Minimisation Act 2008, and the Litter Act 1979	Decision to adopt/amend/revoke the bylaw. Progress to date: Staff are exploring alternatives to a bylaw.													
Second Generation District Plan (2GP) Work Programme															
Second Generation District Plan (2GP) Work Programme	To deal with appeals received on the 2GP.	Ratify the final plan. Progress to date: Over 80% of appeal points have been resolved or withdrawn. Staff are working through remaining appeals with 8 appeals set down for Environment Court hearings in 2023.	Ongoing work												
Variation 2 - Second Generation District Plan (2GP)	Variations to the 2GP - Growth	Decide on Variation 2 to the 2GP to be notified for consultation purposes. Decision to adopt the variation to the 2GP. Progress to date: Hearing 4 (Greenfield Zoning) has been closed. Decisions are expected to be released in February.		Decisions											
Variation 3 - Second Generation District Plan	Variations to the 2GP - implement parts of the National Policy Statement - Urban Development, and other minor amendments	Decide on variation 3 to the 2GP to be notified for consultation purposes. Decision to adopt the variation to the 2GP. Progress to date: Issue and option identification is continuing to be progressed by staff. Notification is expected to be around mid 2023.	Ongoing work					Notify							
NPS - Urban Development															
Future Development Strategy	Required to be completed under the National Policy Statement - Urban Development, in conjunction with the Otago Regional Council, by 2024.	Consider and make decisions as required on the development of the strategy. Progress to date: A joint briefing will be held on 8 February 2023. A report will then be presented to both Councils.	Ongoing work	Joint workshop Report	Ongoing work										

Area of Work	Reason for Work	Council role (decision and/or direction)	Expected timeframes												
			Jan	Feb	Mar	Apr	May	June	July	August	Sept	Oct	Nov	Dec	Jan
Policies Work Programme:															
Naming Rights and Sponsorship Policy	Develop a policy that will give clarity to naming rights on DCC assets.	Consider and decide on a proposed Naming Rights policy. Progress to date: This work has not been scheduled.													

ZERO CARBON WORK PROGRAMME AND DUNEDIN COMMUNITY CARBON FOOTPRINT UPDATE

Department: Sustainability Group

EXECUTIVE SUMMARY

- 1 The purpose of this report is to provide an update on the Zero Carbon work programme.
- 2 It sets out activities underway or completed since the last update to Council, in the following key focus areas:
 - reducing the DCC's emissions
 - reducing Dunedin City's emissions
 - embedding climate mitigation considerations into the DCC's business-as-usual processes
 - communications, engagement and submission drafting (across the three other focus areas).
- 3 An update to Dunedin's Community Carbon Footprint is also presented. Trends in the data are discussed with reference to the DCC's emissions reduction goals.

RECOMMENDATIONS

That the Council:

- a) **Notes** the Zero Carbon work programme update, including updates to the Dunedin Community Carbon Footprint.

BACKGROUND

Zero Carbon work programme

- 4 Following a number of Council resolutions and national direction relating to climate change mitigation, the 10 Year Plan 2021-31 provided funding to progress the Zero Carbon work programme, including strategic projects to reduce emissions at both the DCC organisation and city-wide level. Work underway spans the following key focus areas:
 - emissions reduction and management of the DCC's organisational emissions
 - encouraging and facilitating emissions reduction for Dunedin, through a city-wide emissions reduction plan and partnerships with key stakeholders
 - creating mechanisms to consider climate change mitigation as part of the DCC's processes and decision-making

- communications and engagement to support these streams of work, and submission drafting relating to regional and national climate mitigation policy and plans.

5 In the 2021/22 financial year, the following work was completed:

- Recruitment to achieve staffing levels required to effectively administer the work programme
- Implementation of an emissions software solution to improve DCC emissions management
- Refresh of the DCC's Emissions Reduction and Management Plan (EMRP), and associated organisational emissions reduction targets
- Development of a communications and engagement plan to support DCC EMRP implementation
- Development of an approach and timeframes for Zero Carbon Plan development
- Development/adoption of interim guiding principles for the Zero Carbon work programme (strategic considerations to guide city-wide emissions reduction plan development)
- Development/adoption of the DCC Zero Carbon Policy (including technical parameters to guide city-wide emissions reduction plan development)
- Development of submissions on *Te hau mārohi ki anamata*, the Government's emissions reduction plan discussion document and the Environment Select Committee's examination of the Government's emissions budgets and emissions reduction plan.

DISCUSSION

Zero Carbon work programme update

6 There are three key focus areas within the Zero Carbon work programme. The table below updates the status of activities underway in each of these focus areas, with communications, engagement and submission drafting reported across the three other areas of focus.

Area of work	Objective and details	Timeframe
Reducing the DCC's emissions	This stream of work aims to measure, report, and reduce the DCC's operational emissions in line with ISO 14640 and the DCC's emissions reduction targets.	
	<ul style="list-style-type: none"> Supporting implementation of current DCC EMRP. 	Ongoing until end of 2022/23. Includes implementation of a communications and engagement plan, coordination of reporting against progress, and support for teams to embed a Zero Carbon focus in individual projects, as required.

	<ul style="list-style-type: none"> Regular emissions reporting (targets and actions) for General Managers 	Establishment phase complete September 2022. Ongoing.
	<ul style="list-style-type: none"> Quarterly emissions reporting for the Executive Leadership Team and Council 	Establishment phase complete September 2022. Ongoing.
	<ul style="list-style-type: none"> Annual emissions reporting to Toitū carbonreduce 	Underway. Some delays due to slower than anticipated provision of emissions data from suppliers. Audit scheduled for February 2023.
	<ul style="list-style-type: none"> Annual emissions reporting to Council 	Underway. Anticipated to be reported to Council alongside Annual Report, following completion of external audit.
	<ul style="list-style-type: none"> Upgrade to ISO 14064:2018, involving expansion of DCC inventory scope to include additional significant emissions sources 	Underway. Major emissions sources identified; data collection underway from relevant teams and suppliers. Some delays due to slower than anticipated provision of emissions data from suppliers. Available data will be included in 2021/22 reporting, but upgrade will be ongoing as contract renewal occurs for areas with data shortfalls, and additional Scope 3 emissions sources are identified.
	<ul style="list-style-type: none"> Pathways modelling to identify additional actions required to achieve 2030 organisational targets 	Underway. Some delays due to slower than anticipated provision of emissions data from suppliers.
	<ul style="list-style-type: none"> New DCC EMRP development 	January 2023 – June 2023
	<ul style="list-style-type: none"> New DCC EMRP/draft 10 Year Plan integration 	June 2023 – January 2024
Reducing Dunedin City's emissions	This stream of work aims to measure, report, and reduce Dunedin's emissions in line with the Zero Carbon 2030 target and Global Compact of Mayors requirements.	
	<ul style="list-style-type: none"> Supporting implementation of 10 Year Plan initiatives/actions with a Zero Carbon focus 	Underway with key projects e.g. Waste Futures, Interim Biosolids, various 3 Waters strategic planning projects, various Transport business cases, various PARS, Enterprise Dunedin and

		City Development projects. Ongoing, until June 2024.
	<ul style="list-style-type: none"> Zero Carbon Alliance establishment, collaboration and liaison 	<p>The Zero Carbon Alliance is a formal collaboration between the Dunedin City Council, Otago Regional Council, Te Pukenga Dunedin Campus, Te Whatu Ora – Southern, and the University of Otago, focused on reduction of organisational emission and achievement of the DCC’s Zero Carbon target. Since the last update to Council, all partners have executed the MoU.</p> <p>Collaboration and liaison to give effect to the MoU is ongoing.</p>
	<ul style="list-style-type: none"> Initial mana whenua engagement 	A briefing for mana whenua representatives was delayed due to illness and the election. To be rescheduled once rūnaka representatives are confirmed for this triennium.
	<ul style="list-style-type: none"> Critical Treaty analysis for city-wide emissions reduction plan development 	On hold pending completion of Māori Strategic Framework work programme, and mana whenua engagement.
	<ul style="list-style-type: none"> Update of the Dunedin city emissions inventory 2020/21 and 2021/22. 	Completed in December 2022. Refer Dunedin Community Carbon Footprint update, below.
	<ul style="list-style-type: none"> Pathways modelling to identify additional actions required to achieve city-wide emissions reduction targets. Preparatory work includes securing model, policy baseline, long-list actions and emission impact assessments 	Underway. Initial modelling complete; revisions following receipt of updated inventory partially implemented. Action long-list development and emissions impact assessments completed for some areas, still underway in other areas.
	<ul style="list-style-type: none"> Development of a measurement framework for the city-wide emissions reduction plan short-listing phase 	Underway. Integration with Strategic Refresh and City Portrait work programme being sought where possible.

	<ul style="list-style-type: none"> Communications and engagement supporting city-wide emissions reduction plan development 	<p>A communications and engagement approach has been developed, and engagement with external subject matter experts, key stakeholders and community groups has been underway since October 2022. Ongoing to mid 2023</p>
	<ul style="list-style-type: none"> City-wide emissions reduction plan development 	<p>January 2023 – mid 2023</p>
	<ul style="list-style-type: none"> City-wide emissions reduction plan/draft 10 Year Plan integration 	<p>Mid 2023 – January 2024</p>
	<ul style="list-style-type: none"> Responding to requests from stakeholders and members of the public 	<p>Ongoing as required.</p>
	<ul style="list-style-type: none"> Submissions development and support 	<p>Since the last update, staff have supported the development of submissions on the national direction for plantation and exotic carbon forestry, and the Natural and Built Environments and Spatial Planning Bills.</p> <p>Ongoing as required.</p>
Embedding emissions reduction into the DCC's business as usual processes	<p>This stream of work aims to ensure that emissions reduction is considered through the DCC's business-as-usual processes, to support city and DCC emissions reduction.</p>	
	<ul style="list-style-type: none"> Developing process guidance for the Zero Carbon Policy 	<p>Underway. Two guidance documents have been finalised and two are close to finalisation.</p> <p>There have been some delays to completion of the general guidance as, following feedback from DCC teams, additional work on Zero Carbon in procurement processes was prioritised for completion. An approach to give effect to the Zero Carbon Policy through procurement processes has been developed and formalised.</p>

	<ul style="list-style-type: none"> Supporting DCC teams to implement the Zero Carbon Policy, including communications 	<p>Underway. The initial focus on key teams (3 Waters; City Development; Transport Strategy; Procurement) is now being widened to provide briefings and support for a wider range of teams and projects.</p> <p>Ongoing as required.</p>
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Dunedin Community Carbon Footprint Update

Methodology

- 7 A city-wide community carbon footprint update was completed in December 2022 covering the 2018/19, 2019/20, 2021/22, and 2021/22 financial reporting years. As directed by the Zero Carbon Policy, emissions in the Dunedin City Territorial Area were estimated using the production-based Global Protocol for Community-Scale Greenhouse Gas Emissions Inventory (GPC) methodology. This method covers the key sectors of Transport, Stationary Energy, Waste, Industrial Processes and Product Use (IPPU), Agriculture, and Forestry.
- 8 The footprint update was completed for the DCC by AECOM (who specialise in undertaking emissions inventories for local authorities) and supersedes the previous footprint completed in 2021 (which covered the 2018/19 financial year and updated preceding years). The full Dunedin Community Carbon Footprint report is appended as Attachment A.
- 9 The latest update uses current best-practice, and up-to-date data for all years, allowing for like-for-like comparisons. While there is inherent uncertainty in estimating emissions, using consistent methodology and data sources between years allows for assessing trends and changes over the years.

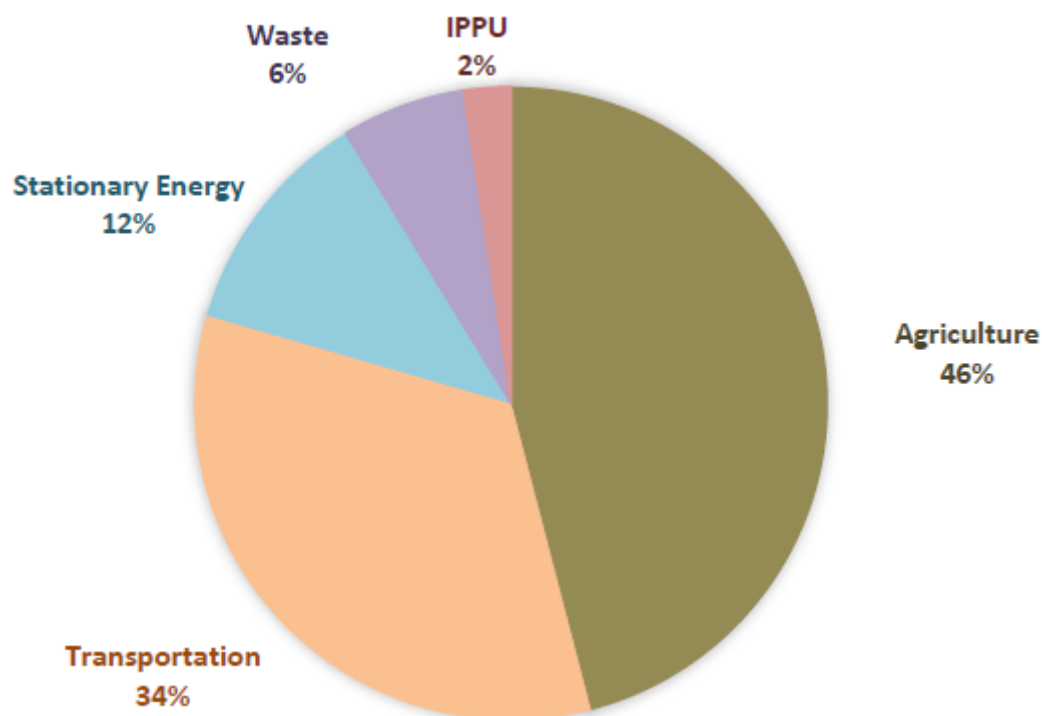
Overall results and trends by sector

- 10 Between 2018/19 and 2021/22:
 - a) **Dunedin's total gross emissions¹** in Dunedin decreased 9% (154,546 tCO₂e), from 1,697,047 tCO₂e² to 1,542,500 tCO₂e.

¹ **Total gross emissions** refers to all emissions put into the atmosphere and doesn't include emissions removed from the atmosphere from forestry (known as sequestration). **Total net emissions** refers to total gross emissions less emissions removed from the atmosphere. **Total gross/net emissions excluding biogenic methane** refers to all emissions less biogenic methane emissions (in line with the net zero carbon by 2030 goal).

² As is standard practice, emissions are expressed on a tonnes of carbon dioxide-equivalent basis (tCO₂e), including climate change feedback using the 100-year Global Warming Potential (GWP) values. Climate change feedbacks are the climate change impacts from GHGs that are increased as the climate changes. For example, once the Earth begins to warm, it triggers other processes on the surface and in the atmosphere. Current climate change feedback guidance is essential to estimate the long-term impacts of GHGs.

- b) **Dunedin's total net emissions** decreased 21% (286,379 tCO₂e), from 1,335,709 tCO₂e to 1,049,330 tCO₂e.
- c) **Dunedin's total net emissions (excluding biogenic methane)** decreased by 40% (259,472 tCO₂e), from 650,132 tCO₂e to 390,661 tCO₂e.
- 11 The composition of Dunedin's total gross emissions by sector in the 2021/22 financial year is as illustrated below:



- 12 Key drivers of the trends by sector were as follows:

- Emissions from **Transport** decreased by 16% between 2018/19 and 2021/22 (95,552 tCO₂e), from 612,931 tCO₂e to 517,379 tCO₂e. This reduction was mainly driven by a reduction in on-road petrol and diesel consumption, marine freight movements, and air travel. It is likely that COVID-19 restrictions and disruptions to international trade impacted emissions from air travel and marine freight transport during these years.
- Emissions from **Waste** decreased by 13% between 2018/19 and 2021/22 (14,906 tCO₂e), from 112,473 tCO₂e to 97,567 tCO₂e. This was driven by a reduction in annual emissions from landfill due to improvements to landfill gas capture and the gradual decrease in emissions from closed landfill sites.
- Emissions from **Stationary Energy** decreased by 12% between 2018/19 and 2021/22 (24,093 tCO₂e), from 205,764 tCO₂e to 181,671 tCO₂e. This was driven by a 16% decrease in emissions associated with electricity consumption (14,663 tCO₂e). During this period, electricity consumption (in kWh) decreased by 3% and there was also a 13% decrease in the emissions intensity of the national electricity grid (tCO₂e/kWh) due to an increase in renewable generation. Emissions generated by the burning of coal also decreased by 21% (8,892 tCO₂e).

- **Net Forestry** sequestration increased by 36% between 2018/19 and 2021/22 (131,833 tCO₂e), from -361,337 tCO₂e to -493,170 tCO₂e. The growth in net sequestration is due to a decrease in the amount of forest harvesting (producing emissions), and an increase in the area of exotic (commercial) forestry cover that sequesters emissions. It is important to note that annual forest harvesting emissions follow cyclical planting and market-based trends: in some years less forest is harvested and in other years more forest is harvested.

Implications of trends in the context of emissions reduction goals

13 The DCC has two city-wide emission reduction targets:

- all greenhouse gases except for biogenic methane net-zero by 2030
- biogenic methane target aligned with central government - 24 to 47% reduction below 2017 biogenic methane emissions by 2050, including a 10% reduction below 2017 biogenic methane emissions by 2030.

14 Dunedin's nominated 'baseline year' is 2018/19 – the year against which progress towards the DCC's city-wide net-zero carbon by 2030 target (excluding biogenic methane) is measured. The overall reduction in gross greenhouse gas emissions is a positive step on the journey to achieving this target.

15 At a city-wide level it is difficult to accurately attribute drivers for all reductions. However, trends in some emissions sources, such as the reduction of coal use, can for example be linked to decisions made by the University of Otago to invest in converting one of the boilers at Pioneer's Dunedin Energy Centre to woodchips. The emissions reduction from this change will be sustained. Further long-term reduction in coal use is expected from other projects planned in the city.

16 Reductions in waste emissions can also be expected to be maintained due to investments in improving landfill gas capture. Further emissions reductions are expected from planned work to reduce waste to landfill – especially efforts to divert food and organic waste, and building and construction waste.

17 Reductions in the transport sector are relatively complex. COVID-19 has affected emissions from marine freight and impacted air travel, especially international flights to Dunedin Airport. During lockdowns there were significant, but short-term, drops in petrol and diesel consumption. However, preliminary analysis suggests a longer-term trend of declining petrol consumption in the city. This could be a result of a more modern, efficient fleet with an increasing proportion of EVs, longer-term changes in working patterns (e.g. more people working from home some of the week), and potentially a shift to lower carbon modes of transport (e.g. walking and cycling).

Focus areas to achieve emissions reduction targets

18 Considering the detail of emissions sources helps identify the necessary areas of focus to meet emissions reduction goals. The top sources of emissions for Dunedin (in descending order) are:

Emissions Sector	Emissions Source	Emissions (t CO ₂ e)	% Gross Emissions
Agriculture	Enteric Fermentation	544,475	35.30%
Transportation	Diesel	216,594	14.04%

Transportation	Marine Freight	160,389	10.40%
Transportation	Petrol	114,412	7.42%
Agriculture	Manure from Grazing Animals	79,987	5.19%
Stationary energy	Electricity Consumption	78,920	5.12%
Waste	Open Landfill	55,475	3.60%
Agriculture	Other Agriculture Emissions	34,848	2.26%
IPPU	Refrigerants and Air Conditioning	34,448	2.23%
Stationary energy	Coal	34,250	2.22%
Stationary energy	LPG	30,943	2.01%
Waste	Closed Landfill	29,472	1.91%
Stationary energy	Stationary Petrol & Diesel Use	23,846	1.55%
Agriculture	Atmospheric Deposition	22,690	1.47%
Agriculture	Manure Management	21,286	1.38%
Transportation	Jet Kerosene (Air Travel)	18,494	1.20%
Waste	Wastewater Treatment Plants	8,901	0.58%
Stationary energy	Electricity Transmission and Distribution Losses	8,370	0.54%
Agriculture	Agricultural Soils	5,571	0.36%

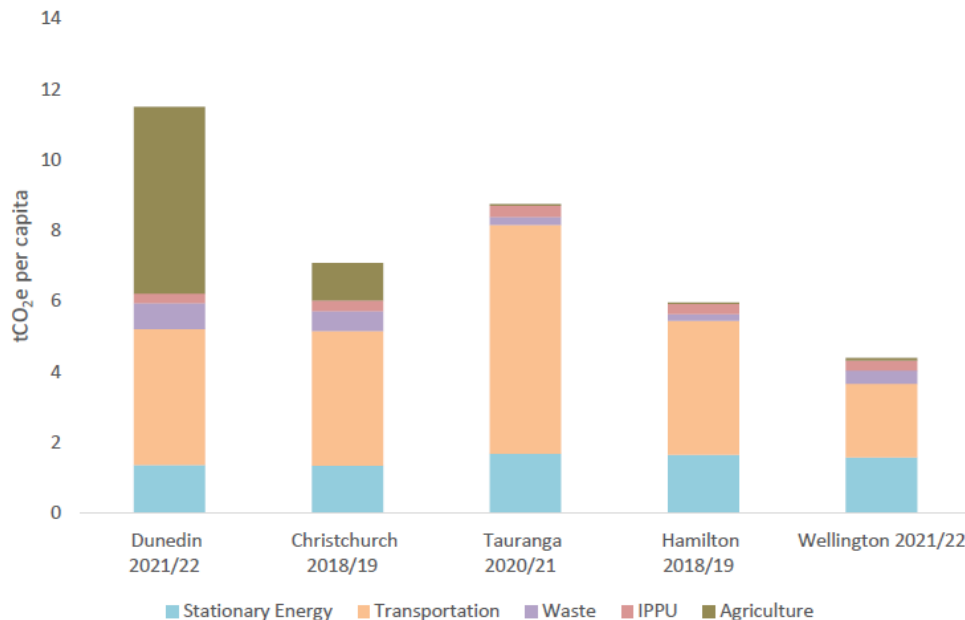
- 19 As agricultural emissions are predominantly biogenic methane (and Central Government policy should support achievement of the Government-aligned biogenic methane target), the key emissions sources for meeting the net-zero by 2030 target are transport-related. Given the importance of the transport sector to achievement of emissions reduction goals, a further analysis of on-road transport emissions was undertaken by vehicle class:

Vehicle Class	GHG Emissions (tCO ₂ e)	% of Total
Cars	138,792	48%
Light Commercial Vehicles <3.5 Tonne	90,003	31%
Heavy Vehicles 3.5-25 Tonne	11,110	4%
Heavy Vehicles 25-50+ Tonne	41,616	14%
Bus Urban 15-18 Tonne	6,408	2%
Bus Coach >18 Tonne	648	<1%
Total	288,578	100%

- 20 Approximately half of on-road transport emissions are generated from moving people in cars, and about half from moving goods to, from, and around the city. Proportionally, emissions from buses make up a small component of transport emissions.
- 21 These findings are helping to inform the development of the Zero Carbon Plan.

Key differences between cities

- 22 A comparison between Dunedin, Christchurch, Tauranga, Hamilton, and Wellington's emissions footprints was undertaken to provide some insights into how Dunedin's emissions compare with other New Zealand cities, as below:



- 23 Care must be taken in any comparison due to the large number of variables involved, including significant differences in jurisdictional boundaries and population, and slight differences in the timing, data sources, and methodology of emissions inventories.
- 24 Dunedin's large rural land area means it has disproportionately higher agricultural emissions compared to other cities in New Zealand. When agriculture is excluded, Dunedin's total gross emissions per capita is on par with Christchurch and Hamilton, lower than Tauranga, and higher than Wellington. Key reasons for these changes are:
- Wellington has far lower on-road transport emissions per capita (likely due to high walking, biking, and public transport mode-share). It should be noted that the area this footprint relates to is the Wellington City Council jurisdictional area.
 - Tauranga, with New Zealand's largest port by volume, has far higher marine freight emissions, and higher petrol and diesel emissions accounting for higher transport emissions.
- 25 AECOM's advice is that more detailed analysis of differences in emissions profiles between cities would not be instructive, for the reasons set out above. However, in the development of the Zero Carbon Plan, staff are in close contact with counterparts across the country sharing experience and knowledge of best practice on the most effective policy interventions to reduce emissions.

OPTIONS

- 26 As this report is for noting only, no options have been identified.

NEXT STEPS

- 27 The Zero Carbon work programme will be progressed as per the work programme update, above.
- 28 The updated Dunedin Community Carbon Footprint will be made available in an accessible form on the DCC website. It will be submitted mid-year as part of DCC's annual reporting through to the Global Covenant of Mayors for Climate & Energy.
- 29 The Zero Carbon Policy directs that the city-wide emissions inventory will be regularly updated in line with Global Covenant of Mayors requirements. Staff are working with the Otago Regional Council on a region-wide emissions inventory, and exploring options for on-going collaboration for future inventories.

Signatories

Author:	Jinty MacTavish - Principal Policy Advisor Sustainability Rick Zwaan - Senior Policy Analyst, Zero Carbon
Authoriser:	Jeanette Wikaira - Manahautū (General Manager Māori Partnerships and Policy)

Attachments

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A	Dunedin Community Carbon Footprint 2022	62

SUMMARY OF CONSIDERATIONS

Fit with purpose of Local Government

The Zero Carbon work programme promotes the social, economic and environmental well-being of communities in the present and for the future, by facilitating a transition to a low emissions economy.

Fit with strategic framework

	Contributes	Detracts	Not applicable
Social Wellbeing Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Economic Development Strategy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Environment Strategy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Arts and Culture Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3 Waters Strategy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Spatial Plan	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Integrated Transport Strategy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Parks and Recreation Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other strategic projects/policies/plans	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The Zero Carbon work programme directly contributes to the goals of the Economic Development and Environment Strategies, with clear links to the 3 Waters Strategy, Spatial Plan and Integrated Transport Strategy, Energy Plan 1.0, and the DCC's Emissions Management and Reduction Plan. Action to reduce emissions is also likely to have co-benefits that contribute to the goals of the Social Wellbeing Strategy.

Māori Impact Statement

A Treaty of Waitangi analysis was undertaken during Zero Carbon Policy development. The analysis suggested that aspects of future steps in the Zero Carbon work programme are likely to have effects on Māori. A briefing for mana whenua representatives is a planned next step, further exploration of Treaty considerations and links with mana whenua values, during the city-wide emissions reduction plan development.

The Zero Carbon team is keeping connected with Corporate Policy/Māori Partnerships staff to ensure alignment with evolving DCC practice around Treaty considerations and mana whenua values.

Sustainability

Climate change mitigation/emissions reduction efforts are considered key to sustainability. 'Climate Action' is one of the United Nation's Sustainable Development Goals, reflecting the centrality of action on climate change to the achievement of sustainable development. Without significant cuts to emissions, climate change impacts will further accelerate, with commensurate negative impacts on the social, environmental, cultural and economic wellbeing of New Zealand communities. Conversely, actions to reduce emissions generally have significant co-benefits in terms of community wellbeing.

LTP/Annual Plan / Financial Strategy /Infrastructure Strategy

The Zero Carbon work programme is funded through the 10 Year Plan.

Financial considerations

There are no financial considerations.

SUMMARY OF CONSIDERATIONS

Significance

This report is considered of low significance in terms of the Council's Significance and Engagement Policy.

Engagement – external

As part of Zero Carbon work programme business-as-usual, the DCC engages with external parties on an as-required basis. Current external engagement is primarily focussed on the development of a city-wide emissions reduction plan, but also includes Zero Carbon Alliance activity and engagement with suppliers regarding Zero Carbon Policy implementation.

Engagement - internal

As part of Zero Carbon work programme business-as-usual, the DCC engages extensively with teams across the organisation.

Risks: Legal / Health and Safety etc.

There may be reputational risks for the DCC associated with non-delivery on emissions reduction ambitions, given the target adopted by Council in 2019.

Conflict of Interest

No conflict of interest has been identified.

Community Boards


Engagement with Community Boards is planned to help inform city-wide emissions reduction plan development in early 2023.

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Dunedin City Community Carbon Footprint 2022

21-Dec-2022

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Dunedin City Community Carbon Footprint 2022

Dunedin City Community Carbon Footprint 2022

Client: Dunedin City Council

Co No.: N/A

Prepared by

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Dunedin City Community Carbon Footprint 2022

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Dunedin City Community Carbon Footprint 2022

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Executive Summary

Greenhouse Gas (GHG) emissions for the Dunedin City Territorial Area (which is covered by the Dunedin City Council) have been measured using the production-based Global Protocol for Community-Scale Greenhouse Gas Emissions Inventory (GPC) methodology. This approach includes emissions from Stationary Energy, Transport, Waste, Industrial Processes and Product Use (IPPU), Agriculture and Forestry sectors. This document reports greenhouse gas emissions produced in or resulting from activity or consumption within the geographic boundaries of the Dunedin City Territorial Area for 2018/19, 2019/20, 2021/22, and 2021/22 financial reporting years. The 2018/19 footprint has been updated using current best-practice methods, updated data, and additional emission sources to enable direct comparison to the other reported years.

The Dunedin City Territorial Area is referred to hereafter as Dunedin for ease. Greenhouse gas emissions are generally reported in this document in Carbon Dioxide Equivalent (CO₂e) units and are referred to as 'emissions'.

It is important to consider the uncertainty associated with emissions calculations when interpreting a community carbon footprint. At the national level, the New Zealand's Greenhouse Gas Inventory estimates a gross emissions uncertainty of +/- 9%, and a net emissions uncertainty of +/- 27%. It is likely that the uncertainties for these results are similar to that of the national inventory.

Major findings of the project include:

2021/22 Emissions Footprint

- In the 2021/22 financial year (1st July 2021 to 30th June 2022), **total gross emissions** in Dunedin were 1,542,500 tCO₂e.
- **Agriculture** (e.g., emissions from livestock and crops) is the largest source of emissions in Dunedin, accounting for 46% of Dunedin's total gross emissions, with enteric fermentation from livestock the source of 35% of Dunedin's total gross emissions.
- **Transport** (e.g., emissions from road and air travel) is the second largest emitting sector in Dunedin, representing 34% of total gross emissions, with on-road fuel consumption accounting for 19% of Dunedin's total gross emissions. Marine freight journeys to and from Dunedin represent 10% of Dunedin's total gross emissions.
- **Stationary Energy** (e.g., emissions relating to electricity and natural gas consumption) is the third-highest emitting sector in the region, producing 12% of total gross emissions.
- **Waste** (e.g., landfill and wastewater treatment emissions) produced 6% of Dunedin's total gross emissions and **Industrial Processes and Product Use** (IPPU) represented 2% of Dunedin's total gross emissions.
- **Net Forestry** emissions were -493,170 tCO₂e in 2021/22 as carbon sequestration (carbon captured and stored in plants or soil by forests) was greater than emissions from forest harvesting (e.g., the release of carbon from timber, roots, and organic matter following harvesting). Net Forestry emissions are not included in total gross emissions but in total net emissions.
- The **total net emissions** in Dunedin were 1,049,330 tCO₂e. The total net emissions include emissions and sequestration (removals) from forestry.

Changes in Emissions, 2018/19 to 2021/22

- Between 2018/19 and 2021/22, **total gross emissions** in Dunedin decreased from 1,697,047 tCO₂e to 1,542,500 tCO₂e, a decrease of 9% (154,546 tCO₂e).
- Over this time, the population of the city increased by 2%, resulting in **per capita gross emissions** in Dunedin reducing by 11% between 2018/19 and 2021/22 (from 13.0 to 11.5 tCO₂e per person per year), in line with the decrease in total gross emissions.
- Emissions from **Agriculture** decreased by 3% between 2018/19 and 2021/22 (19,461 tCO₂e), driven by a reduction in the number of sheep. The reduction in emissions caused by the reduction

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in sheep numbers is partly offset by an increase in the number of cattle and related emissions from this source.

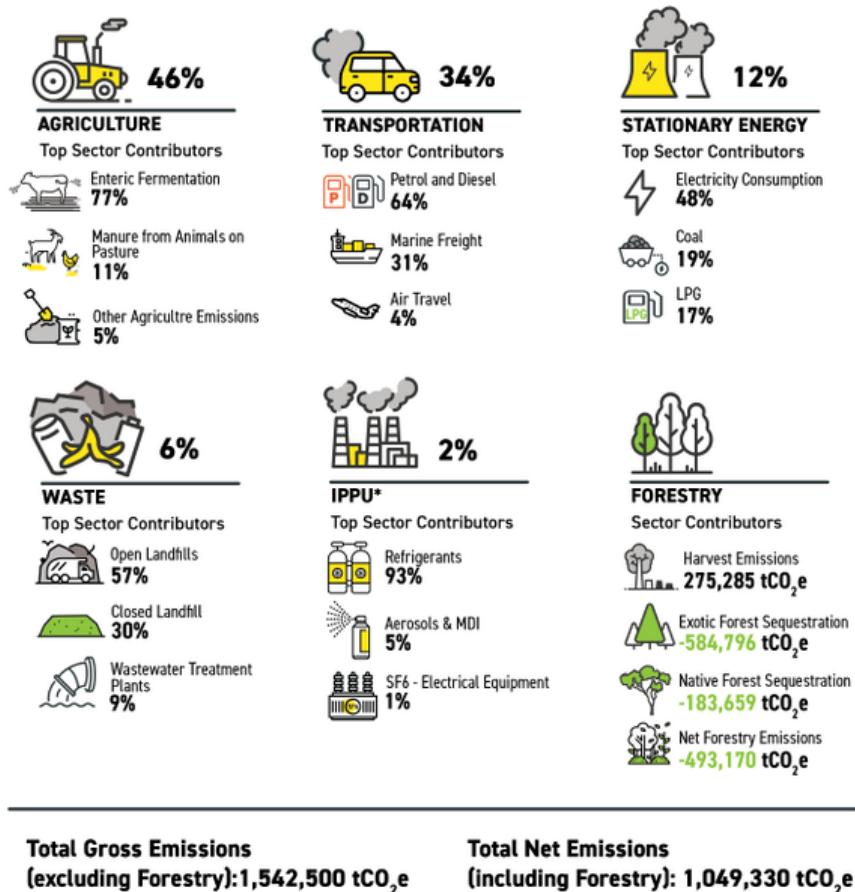
- Emissions from **Transport** decreased by 16% between 2018/19 and 2021/22 (95,552 tCO₂e), driven by a reduction in on-road petrol and diesel consumption, marine freight movements, and air travel. It is likely that COVID-19 restrictions and disruptions to international trade impacted emissions from air travel and marine freight transport during these years.
- Emissions from **Stationary Energy** decreased by 12% between 2018/19 and 2021/22 (24,093 tCO₂e), driven by a 16% decrease in electricity consumption emissions (14,663 tCO₂e). During this period, electricity consumption (in kWh) decreased by 3%, while there was a 13% decrease in the emissions intensity of the national electricity grid (tCO₂e/kWh) due to an increase in renewable generation during this time. Coal burning emissions also decreased by 21% (8,892 tCO₂e).
- Emissions from **Waste** decreased by 13% between 2018/19 and 2021/22 (14,906 tCO₂e), driven by a reduction in annual emissions from landfill caused by improvements to landfill gas capture and the gradual decrease in emissions from closed landfill sites.
- **Net Forestry** sequestration increased by 131,833 tCO₂e between 2018/19 and 2021/22, from -361,337 tCO₂e to -493,170 tCO₂e. The rise in net sequestration was caused by a decrease in the amount of forest harvesting (producing emissions), and an increase in the area of exotic (commercial) forestry cover (sequestering emissions). It is important to note that annual forest harvesting emissions follow cyclical planting and market-based trends where in some years less forest is harvested and in other years more forest is harvested.

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Dunedin City Greenhouse Gas Emissions 2021/22



*IPPU = Industrial Processes and Product Use

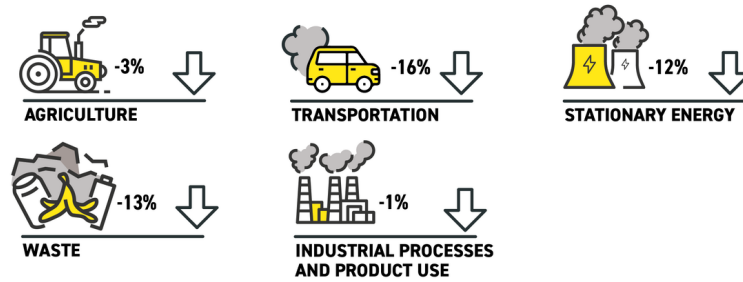
Figure 1: Dunedin City 2021/22 Emissions Footprint

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Dunedin City Greenhouse Gas Emissions Percentage Changes from 2018/19 to 2021/22



Change in Gross Emissions from 2018/19 to 2021/22: -9%

Figure 2: Change in Dunedin Emissions Footprint between 2018/19 and 2021/22

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1.0 Introduction

Dunedin City Council commissioned AECOM New Zealand Limited (AECOM) to assist in developing a production-based community-scale greenhouse gas (GHG) footprint for the Dunedin City Territorial Area for the 2019/20, 2020/21 and 2021/22 financial years. As part of this work, AECOM recalculated emissions for the financial year (2018/19) previously calculated by AECOM, using current best-practice methods, updated data, and additional emission sources to enable direct comparison to the other reported years. Emissions are reported from 1st July to 30th June for the respective years. The study boundary incorporates the jurisdiction of the Dunedin City Council.

This inventory will be used to measure the city's emissions and track progress towards Dunedin City Council's city-wide Zero Carbon 2030¹ target. Dunedin aims to achieve net zero emissions of carbon dioxide and other greenhouse gases by 2030 (except biogenic methane) based on the 2018/19 baseline inventory presented here. Dunedin also aims to achieve a 24-47% reduction in biogenic methane emissions below 2016/17 levels by 2050, including a 10% reduction below 2016/17 levels by 2030.

The Dunedin City Territorial Area is referred to hereafter as Dunedin for ease. Greenhouse gas emissions are generally reported in this document in Carbon Dioxide Equivalent (CO₂e) units and are referred to as 'emissions'.

2.0 Approach and Limitations

The methodological approach used to calculate emissions follows the Global Protocol for Community-Scale Greenhouse Gas Emissions Inventory v1.1 (GPC) published by the World Resources Institute (WRI) 2021. The GPC includes emissions from Stationary Energy, Transport, Waste, Industrial Processes and Product Use (IPPU), Agriculture, and Forestry activities within the city's boundary. The sector calculations for Agriculture, Forestry and Waste, are based on Intergovernmental Panel on Climate Change (IPCC) workbooks and guidance for emissions measurement. The sector calculators also use methods consistent with GHG Protocol standards published by the WRI for emissions measurement when needed.

The same methods have been used for other community-scale GHG footprints around New Zealand (e.g., the Bay of Plenty region, Hawke's Bay region, Auckland, Christchurch, Wellington, and the Waikato region) and internationally. The GPC methodology² represents international best practice for the city and regional GHG emissions reporting and has been applied in previous Dunedin City Council emission footprints.

This emissions footprint assesses both direct and indirect emissions sources. Direct emissions are production-based and occur within the geographic area (Scope 1 in the GPC reporting framework). Indirect emissions are produced outside the geographic boundary (Scope 2 and 3) but are allocated to the consumption location. An example of indirect emissions is those associated with electricity consumption, which is supplied by the national grid (Scope 2). All other indirect emissions, such as cross-boundary travel (e.g., flights) and energy transportation and distribution losses, fit into Scope 3.

All major assumptions made during data collection and analysis have been detailed within **Appendix A – Assumptions**. The following aspects are worth noting in reviewing the emissions footprint:

- Emissions are expressed on a carbon dioxide-equivalent basis (CO₂e) including climate change feedback using the 100-year Global Warming Potential (GWP) values³. Climate change feedbacks are the climate change impacts from GHGs that are increased as the climate changes. For example, once the Earth begins to warm, it triggers other processes on the surface and in the atmosphere. Current climate change feedback guidance is essential to estimate the long-term impacts of GHGs.
- GPC reporting is predominately production-based (as opposed to consumption-based) but includes indirect emissions from energy consumption. Policymakers generally prefer production-based

¹ <https://www.dunedin.govt.nz/dunedin-city/climate-change/zero-carbon>

² <http://www.ghgprotocol.org/greenhouse-gas-protocol-accounting-reporting-standard-cities>

³ https://www.ipcc.ch/pdf/assessment-report/ar5/wg1/WG1AR5_Chapter08_FINAL.pdf (Table 8.7)

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emissions reporting due to robust, established methods such as the GPC, which enables comparisons between different studies. Production-based approaches exclude globally produced emissions relating to consumption (e.g., embodied emissions relating to products produced elsewhere but consumed within the geographic area, such as imported food products, cars, phones, clothes etc.).

- Emissions for individual leading greenhouse gases for each emissions source are provided in the supplementary spreadsheet information supplied with this report.
- Where location-specific data was not accessible, emissions were calculated based on national or regional data.
- Population figures align with Dunedin's population projection figures used in Dunedin's 10 Year Planning and Development documents⁴.
- Agriculture Emissions
 - Agriculture emissions are based on Dunedin City's livestock numbers and fertiliser use data from the Agricultural Census (StatsNZ). The latest data from this source for Dunedin is from 2017. To estimate the change in livestock and fertiliser use since 2017, regional (Otago) agricultural data from StatsNZ (2021) has been used. The 2021 figure has been applied to 2022 due to lack of data for this year.
- Stationary Energy Emissions
 - Stationary energy demand (e.g. electricity use, natural gas, etc.) is broken down by emission source and the sector in which it is consumed. Stationary energy demand is reported in the following categories: industrial (which includes agriculture, forestry, and fishing); commercial; and residential.
 - South Island LPG sales data has been allocated to Dunedin on a per capita basis. 'Auto' and 'Forklift' sales represent transport uses of LPG. All other sales represent stationary energy uses of LPG.
- Transport emissions:
 - Transport emissions associated with air travel, rail, and marine fuel that cross Dunedin's geographic boundary were calculated by working out the emissions relating to each journey arriving or departing Dunedin based on data provided by the relevant operators. Emissions for these sources are then split equally between the destination and origin.
 - It is understood that air travel and marine journeys departing and arriving at Dunedin Airport and Port Otago do not just serve the Dunedin population and Dunedin commercial interests, however all emissions have been allocated to Dunedin. This approach ensures that all emissions are accounted for in regional emissions reporting. Dunedin's emissions from these sources are therefore higher than if emissions were split between all areas benefitting from these transport hubs. The same approach is used for emissions related to transport hubs outside of Dunedin, such as Auckland Airport which serves and benefits Dunedin through long-haul international flights for Dunedin's residents and tourists, these emissions have not been included in Dunedin's emissions inventory.
 - All other transport emissions are calculated based on the fuel sold or consumed in the area (e.g., petrol, diesel, LPG). Fuel sold in an area does not always mean that the fuel is used in that area, however this approach is considered to be a robust and comparable estimate of fuel consumption in a geographic area.
- Solid waste emissions:
 - Solid waste emissions from landfill are measured using the IPCC First Order Decay method that covers landfill activity between 1950 and the present day (this includes emissions from landfill sites that are currently closed).

⁴ <https://www.dunedin.govt.nz/council/annual-and-long-term-plans/10-year-plan-2021-2031/section-4/significant-forecasting-assumptions>
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- Emissions are calculated for waste produced within the geographic boundary, even if transported outside the boundary to be entered into a landfill. Landfill waste for Dunedin is mainly disposed of at Green Island Landfill located within Dunedin, with some waste transported to other landfill sites outside Dunedin. Emissions from landfill waste not disposed of at Green Island have been estimated based on historical waste data due to an inability to obtain data from private operators.
- Wastewater emissions:
 - Wastewater treatment plant emissions have been calculated following WaterNZ (2021) guidance. Wastewater emissions include those released directly from wastewater treatment, flaring of captured gas and discharge onto land/water. Emissions relating to biosolid waste from wastewater treatment sent to landfill have been included in the solid waste emissions source category.
 - Wastewater emissions from populations not connected to centralised wastewater treatment plants have been estimated by assuming that these populations use septic tank systems. This population estimate has been based on 2017/18 data and has been assumed to be unchanged since then.
- Industrial Processes and Product Use (IPPU) emissions:
 - IPPU emissions have been estimated based on data provided in the New Zealand Greenhouse Gas Emissions 1990-2020 report (MfE 2022). Emissions are calculated per capita, applying a national average per person.
- Forestry emissions:
 - This emissions footprint accounts for forest carbon stock changes from afforestation, reforestation, deforestation, and forest management (i.e., it applies land-use accounting conventions under the United Nations Framework Convention on Climate Change rather than the Kyoto Protocol). It treats emissions from harvesting and deforestation as instantaneous rather than accounting for the longer-term emission flows associated with harvested wood products.
 - The emissions footprint considers regenerating (growing) forest areas only. The capture of carbon from the atmosphere is negligible for mature forests that have reached a steady state.

Overall sector data and results for the emissions footprint have been provided to Dunedin City Council in calculation table spreadsheets. All assumptions made during data collection and analysis have been detailed within **Appendix A – Assumptions**.

It is important to consider the uncertainty associated with the results, particularly given the different datasets used. National, regional, and local datasets are used across the other calculators depending on data availability. At the national level, New Zealand's Greenhouse Gas Inventory shows that for 2020 (the most recent nationwide inventory), an estimate of the gross emissions uncertainty was +/- 8.8%, the net emissions uncertainty estimate was +/- 26.9%, and the uncertainty in the gross emissions trend was +/- 6.4%. These levels of uncertainty should be considered when interpreting the results of this community carbon footprint (MfE, 2022⁵).

StatsNZ Regional Footprint

Due to differences in emission factors and methodology used between the StatsNZ Regional Footprints and this community carbon footprint (based on the GPC requirements and available data), caution should be taken when comparing reported emissions. One example is where this footprint uses updated emission factors for methane and nitrous oxide following guidance from the IPCC and in line with other district and regional-level GHG inventories in New Zealand. This difference is especially relevant for the Agriculture sector.

⁵ <https://environment.govt.nz/assets/publications/GhG-Inventory/New-Zealand-Greenhouse-Gas-Inventory-1990-2020-Chapters-1-15.pdf>

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3.0 Community Carbon Footprint for 2021/22

The paragraphs, figures and tables below outline Dunedin's greenhouse gas emissions, referred to as 'emissions' in this assessment. This includes Dunedin's total emissions, emissions from each sector, and major emissions sources within each sector. The focus of emissions reporting is on **gross** emissions.

During the 2021/22 reporting period, Dunedin emitted **total gross emissions** of 1,542,500 tCO₂e. Note that gross emissions do not account for Forestry sequestration and harvesting emissions. Agriculture and Transport emissions are the city's most significant contributors to total gross emissions.

The population of Dunedin in 2021/22 was approximately 133,726 people, resulting in per capita gross emissions of 11.5 tCO₂e/person. Discussion of per capita emissions is limited to when it is useful for comparing emission figures against other territorial authorities. A breakdown of net emissions (i.e., including results from Forestry resources) is reported separately.

Table 1 Total net and gross emissions

Total emissions	tCO ₂ e
Total Net Emissions (including Forestry)	1,049,330
Total Gross emissions (excluding Forestry)	1,542,500

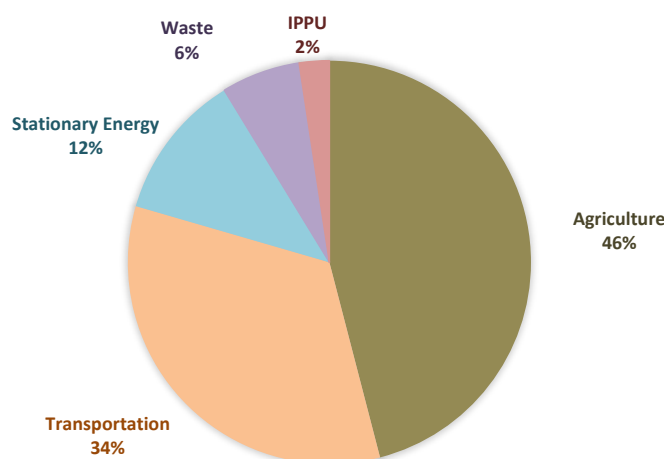


Figure 3: Dunedin City's total gross GHG emissions split by sector (tCO₂e).

Net emissions differ from gross emissions because they include emissions related to forestry activity (harvesting emissions and forestry sequestration). The cyclical nature of harvesting and planting regimes influences the observed forestry emissions. During the 2021/22 reporting period, Dunedin emitted **total net emissions** of 1,049,330 tCO₂e.

The community carbon footprint comprises emissions from six different sectors, summarised below. Due to rounding, there may be discrepancies between the sum of reported figures and reported totals.

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3.1 Agriculture

Agriculture emitted 708,856 tCO₂e in 2021/22 (46% of Dunedin's gross emissions). Table 2 provides the total emissions, percentage of the total gross emissions, and percentage of the sector total for each sector/emissions source.

Agricultural emissions are the result of both livestock and crop farming. Enteric fermentation from livestock produced 77% of Dunedin's agricultural emissions (544,475 tCO₂e). Enteric fermentation GHG emissions are produced by methane (CH₄) released from the digestive process of ruminant animals (e.g., cattle and sheep). The second highest source of Agricultural emissions was produced from nitrous oxide (N₂O) released by unmanaged manure from grazing animals on pasture (79,987 tCO₂e).

Table 2 Agriculture emissions by emission source

Sector / Emissions Source	tCO ₂ e	% of Total Gross Emissions	% of Sector Total
Livestock Enteric Fermentation	544,475	35.3%	76.8%
Unmanaged Manure on Pasture	79,987	5.2%	11.3%
Agricultural Leaching and Deposition	52,069	3.4%	7.3%
Managed Manure	21,286	1.4%	3.0%
Fertilisers on Land	11,039	0.7%	1.6%
Total	708,856	46.0%	100%

Livestock was responsible for 98% of the Agriculture sector's GHG emissions (see Table 3). Sheep represent 85% of the total number of livestock in Dunedin in 2021/22 and 51% of agricultural emissions. Cattle (dairy and non-dairy) represent 13% of the total number of livestock in Dunedin in 2021/22 and 46% of agricultural emissions, this is due to their greater emissions footprint compared to sheep per animal.

It is important to note that GPC reporting standards do not include emissions related to the consumption of products created outside the Dunedin City boundary, including agriculture products (e.g. meat and dairy).

Table 3 Agriculture emissions by emission source

Sector / Emissions Source	tCO ₂ e	% of Total Gross Emissions	% of Sector Total
Sheep	358,080	23%	51%
Dairy Cattle	191,529	12%	27%
Non-dairy Cattle	131,970	9%	19%
Other livestock	14,185	1%	2%
Fertiliser (other)	13,093	1%	2%
Total	708,856	46%	100%

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3.2 Transport

The second highest emitting sector in Dunedin, Transport, produced 517,379 tCO₂e in 2021/22 (34% of Dunedin's gross total emissions). Table 4 provides the total emissions, percentage of the total gross emissions, and percentage of the sector total for each sector/emission source.

Table 4 Transport energy emissions by emission source

Sector / Emissions Source	tCO ₂ e	% of Total Gross Emissions	% of Sector Total
Diesel	216,594	14.0%	41.9%
Marine Freight	160,389	10.4%	31.0%
Petrol	114,412	7.4%	22.1%
Jet Kerosene (Air Travel)	18,494	1.2%	3.6%
Rail	4,218	0.3%	0.8%
Marine Diesel (Local)	1,872	0.1%	0.4%
LPG	1,178	0.1%	0.2%
Aviation Gas (Air Travel)	223	<0.1%	<0.1%
Total	517,379	33.5%	100%

Most of the Transport emissions in 2021/22 can be attributed to diesel and petrol, which produced 261,594 tCO₂e and 114,412 tCO₂e respectively (collectively 64% of the sector's emissions and 22% of total gross emissions). Diesel and petrol transport emissions are broken down into on-road and off-road use (see Table 5). On-road transport consists of all standard road vehicles (cars, trucks, buses, etc.). Off-road transport consists of all fuel used for vehicle movement off roads (agricultural tractors and vehicles, forklifts, etc.). On-road transport produced 288,511 tCO₂e in 2021/22 (56% of Transport emissions and 19% of total gross emissions) and Off-road transport produced 43,674 tCO₂e (8% of Transport emissions). An extra breakdown of on-road emissions by vehicle type and class is appended to this report.

Table 5 Petrol and diesel emissions – on-road and off-road

Sector / Emissions Source	tCO ₂ e	% of Total Gross Emissions	% of Sector Total
Diesel (On-road)	175,149	11.4%	33.9%
Petrol (On-road)	113,362	7.3%	21.9%
Diesel (Off-road)	41,445	2.7%	8.0%
Petrol (Off-road)	1,050	0.1%	0.2%
Petrol and Diesel Total	331,006	21.5%	64.0%

The next largest emission source for Dunedin in 2021/22 is marine freight, contributing 31% of the sector's emissions and 10% of total gross emissions (160,389 tCO₂e). Marine freight emissions are the result of freight movements to and from Port Otago.

The remaining Transport emissions are attributed to air travel (jet kerosene and aviation gas), rail and local marine transport (port vessels and local ferries), rail, and LPG use for transport (e.g., forklifts).

It is understood that marine freight and air travel journeys departing and arriving at Dunedin do not just serve the Dunedin population and commercial interests, however all emissions have been allocated to Dunedin. The same approach has been taken for transport hubs outside Dunedin such as Auckland Airport which serve and benefit Dunedin's population and tourists through long-haul international flights

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but are not included in Dunedin's emissions inventory. This approach ensures that all emissions are accounted for in regional emissions reporting. Dunedin's emissions from these sources may therefore be different if emissions were split between all areas benefitting from these transport hubs. All assumptions have been detailed in Appendix A.

3.3 Stationary Energy

Producing 181,671 tCO₂e in 2021/22, Stationary Energy was Dunedin's third-highest emitting sector (12% of total gross emissions). Table 6 provides the total emissions, percentage of the total gross emissions, and percentage of the sector total for each sector/emission source.

Table 6 Stationary Energy emissions by emission source

Emissions Source	tCO ₂ e	% of Total Gross Emissions	% of Sector Total
Electricity Consumption	78,920	5.1%	43.4%
Coal	34,250	2.2%	18.9%
LPG	30,943	2.0%	17.0%
Stationary Petrol & Diesel Use	23,846	1.5%	13.1%
Electricity Transmission & Distribution Losses	8,370	0.5%	4.6%
Biofuel / Wood	5,303	0.3%	2.9%
Landfill Biogas (used for energy generation)	39	<0.1%	<0.1%
Total:	181,671	11.8%	100%

Electricity consumption was the cause of 43% of Stationary Energy emissions in 2021/22 (78,920 tCO₂e) and 5% of Dunedin's total gross emissions (87,290 tCO₂e when including transmission and distribution losses related to the consumption). Electricity consumption emissions depend on the amount of consumption (in kWh) and the emissions intensity of the national grid (tCO₂e/kWh), which is determined by the methods of overall national electricity generation in a particular year. The emissions intensity of the national grid can fluctuate year on year resulting in changes to electricity consumption emissions even when consumption levels haven't changed (e.g., despite no significant change in consumption, electricity consumption emissions in 2020/21 were 121,808 tCO₂e, 54% higher than in 2021/22).

The use of coal accounted for 19% of the Stationary Energy emissions in 2021/22 (34,250 tCO₂e). Use of LPG generated 17% of Stationary Energy emissions in 2021/22 (30,943 tCO₂e). The burning of petrol and diesel, biofuels, and landfill biogas used for energy generation, produced the remaining Stationary Energy emissions.

Biogenic carbon dioxide (CO₂) emissions from biofuels and landfill gas burning for energy generation have not been included in these totals and are reported separately in Section 3.9. Emissions of other greenhouse gasses produced by these emission sources (e.g. methane and nitrous oxide) have been included in these totals and converted to units of carbon dioxide equivalence (CO₂e) as per GPC guidance.

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3.4 Waste

Waste originating in Dunedin (solid waste and wastewater) produced 97,567 tCO₂e in 2021/22, which comprises 6% of Dunedin's total gross emissions. Table 7 provides the total emissions, percentage of the total gross emissions, and percentage of the sector total for each sector/emission source.

Table 7 Waste emissions by emission source

Sector / Emissions Source	tCO ₂ e	% of Total Gross Emissions	% of Sector Total
Waste in Open Landfill Sites	55,475	3.6%	56.9%
Waste in Closed Landfill Sites	29,472	1.9%	30.2%
Wastewater Treatment Plants	8,901	0.6%	9.1%
Individual Septic Tanks	3,720	0.2%	3.8%
Total:	97,567	6.3%	100%

Solid waste produced the bulk of waste emissions (84,946 tCO₂e in 2021/22), making up 87% of total waste emissions. Solid waste emissions include emissions from open landfills and closed landfills. Open landfill sites produced 55,475 tCO₂e in 2021/22, and closed landfill sites produced 29,472 tCO₂e in 2021/22. Both open and closed landfills emit landfill (methane) gas from the breakdown of organic materials disposed of in the landfill for many years after waste enters the landfill.

Open landfill emissions include emissions from waste produced in Dunedin and predominantly sent to the currently open Green Island landfill. Emissions from waste transported out of Dunedin and disposed of in other open landfill sites has also been estimated and included in the results.

Emissions relating to the combustion of landfill gas used for energy generation have been included in the Stationary Energy sector results.

Emissions from diverted and composted green waste have not been calculated due to a lack of reliable data. It is likely that this would be a small emissions source for Dunedin.

Wastewater treatment (treatment plants and individual septic tanks) accounted for 13% of total waste emissions in 2021/22 (12,621 tCO₂e). The majority of households in Dunedin (85% in 2021/22) are connected to wastewater treatment plants, producing total emissions of 8,901 tCO₂e in wastewater emissions. Households not connected to centralised wastewater treatment plants (i.e., using individual septic tanks) produced 3,720 tCO₂e in wastewater emissions. Due to methane production, septic tanks have a higher emissions intensity per quantity of wastewater compared to the wastewater treatment plants in Dunedin.

3.5 Industrial Processes and Product Use (IPPU)

IPPU in Dunedin produced 37,027 tCO₂e in 2021/22, contributing 2% to Dunedin's total gross emissions. This sector includes emissions associated with the consumption of industrial products and synthetic gases containing GHGs for refrigerants, foam blowing, fire extinguishers, aerosols, metered dose inhalers and Sulphur Hexafluoride for electrical insulation and equipment production. No known industrial processes (as defined in the GPC requirements) are present in Dunedin (e.g., aluminium manufacture).

IPPU emissions do not include energy use for industrial manufacturing, which is included in the relevant Stationary Energy sub-category (e.g., coal, electricity and/or petrol and diesel). These emissions are based on nationally reported IPPU emissions and apportioned based on population due to the difficulty of allocating emissions to particular geographic locations. Addressing IPPU emissions is typically a national policy issue.

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Table 8 provides the total emissions, percentage of the total gross emissions, and percentage of the sector total for each sector/emission source. The most significant contributor to IPPU emissions is refrigerants, which produced 93% of IPPU emissions (34,448 tCO₂e).

Table 8 Industrial processes and product use emissions by emission source

Sector / Emissions Source	tCO ₂ e	% of Total Gross Emissions	% of Sector Total
Refrigerants and air conditioning	34,448	2.2%	93.0%
Aerosols	1,919	0.1%	5.2%
SF6 - Electrical Equipment	375	<0.1%	1.0%
Foam Blowing	151	<0.1%	0.4%
SF6 - Other	74	<0.1%	0.2%
Fire extinguishers	59	<0.1%	0.2%
Total	37,027	2.4%	100%

3.6 Forestry

Planting of native forests (e.g. mānuka and kānuka) and exotic forest (e.g. pine) sequesters (captures) carbon from the atmosphere while the trees are growing to maturity. Harvesting of forests emits emissions via the release of carbon from organic matter and soils following harvesting. When forest sequestration exceeds emissions from harvesting in a particular year, the extra carbon sequestered by forest reduces annual total emissions. Conversely, when emissions from harvesting exceed the amount of carbon sequestered by native and exotic forests, then total gross emissions will increase.

Sequestration in 2021/22 was 768,455 tCO₂e (mostly from exotic forests), while harvesting emissions were 275,285 tCO₂e. This meant that Forestry in Dunedin was a net negative source of emissions in 2021/22 (rather than a positive source of emissions, where harvesting exceeds sequestration). Total Forestry emissions in 2021/22 were -493,170 tCO₂e. It is noted that the harvesting of exotic (commercial) forests can be cyclical in nature. Some years will have higher sequestration, and some years will have higher harvesting emissions determined by the age of forests, commercial operators, and the global market.

Table 9 Forestry emissions by emission source (including sequestration)

Sector / Emissions Source	tCO ₂ e
Harvest Emissions	275,285
Native Forest Sequestration	-183,659
Exotic Forest Sequestration	-584,796
Net Total	-493,170

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3.7 Comparison with other Cities in Aotearoa/New Zealand – Total and Per-Capita Emissions

It can be helpful to put Dunedin's emissions inventory in context by comparing it to the emissions inventory of other cities in Aotearoa/New Zealand. This section presents Dunedin's emissions inventory alongside the emissions inventory for different cities in Aotearoa/New Zealand. It is essential to note the differences between the cities (e.g., population size and land area), the time period covered, and that slightly different methodologies and assumptions may have been used to calculate emissions, when comparing Dunedin's emissions inventory with other cities. These considerations will impact the comparability of these inventories.

Wellington, Christchurch, Tauranga, and Hamilton have been chosen as comparable cities to Dunedin. Due to Auckland's much larger population and land area, a comparison with Auckland has not been made. Total gross emissions and total gross emissions per capita are displayed and discussed below.

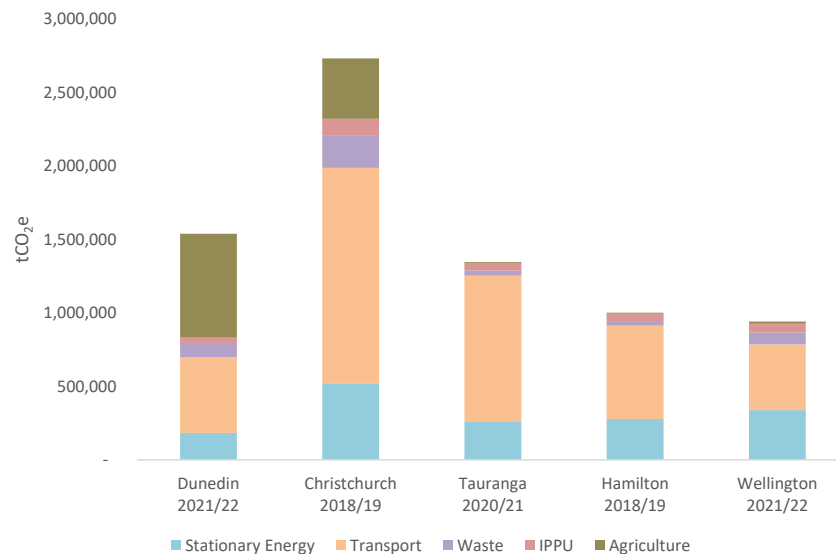


Figure 4 Total gross emissions for Dunedin and comparable cities (tCO₂e).

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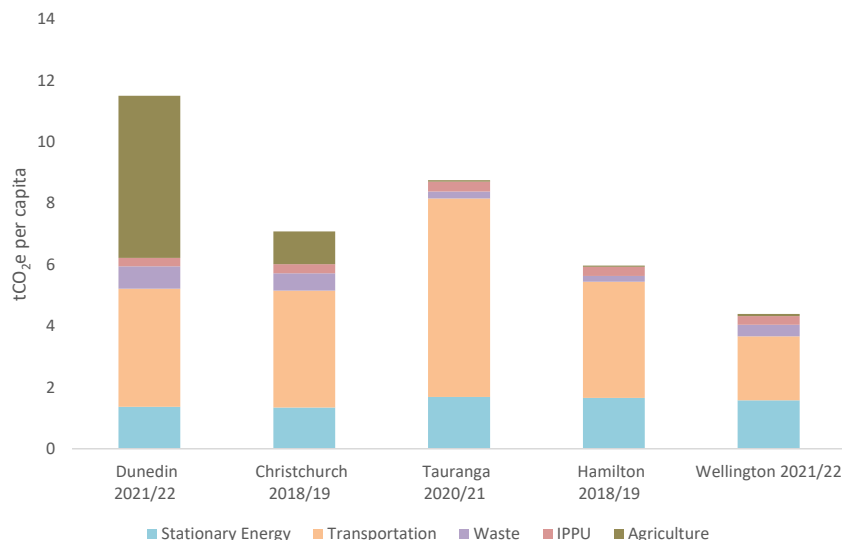


Figure 5 Total per capita gross emissions for Dunedin and comparable cities (tCO₂e).

Of these five cities, Dunedin had the second highest total gross emissions, behind only Christchurch, whose inventory covers a much larger population. This is mainly the effect of Dunedin's Agriculture emissions compared to the other cities due to the Dunedin geographic area covering more rural areas than the other cities. When excluding Agriculture emissions, Dunedin's total gross emissions are the lowest of these cities, although Dunedin's population is also the smallest of these cities (the population covered by the emissions inventory).

From a per capita perspective, Dunedin had a 11.5 tCO₂e/per capita figure for total gross emissions, which is lower than the national value of 15.7 tCO₂e/per capita. This is mainly due to differences in Stationary Energy and Agriculture per capita, where Dunedin had 1.4 tCO₂e/per capita for Stationary Energy and 5.3 tCO₂e/per capita for Agriculture, compared to 4.1 tCO₂e/per capita and 9.0 tCO₂e/per capita respectively in the National inventory.

Of the five cities compared above, Dunedin had the highest per capita emissions; this is again mainly due to differences in Agriculture emissions. When excluding Agriculture emissions, Dunedin's total gross emissions per capita are very similar to those for Christchurch and Hamilton. Wellington's lower per capita emissions are mainly the result of lower on-road transport emissions per capita. High marine freight emissions per capita in Tauranga (New Zealand's largest port by volume) contribute to Tauranga's high Transport emissions per capita.

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3.8 Total Gross Emissions by Greenhouse Gas

Each greenhouse gas has a different level of impact on climate change, which is accounted for when converting quantities of each gas into units of carbon dioxide equivalent (CO₂e).

Table 10: Dunedin's total gross emissions by greenhouse gas

Greenhouse Gas	Tonnes	Tonnes of CO ₂ e
Carbon Dioxide (CO ₂)	679,354	679,354
Biogenic Methane (CH ₄)	19,373	658,670
Non-biogenic Methane (CH ₄)	242	8,235
Nitrous Oxide (N ₂ O)	529	157,522
Other / Unknown Gas (in CO ₂ e)	38,719	38,719
Total	738,216	1,542,500

Figure 6 illustrates Dunedin's total gross emissions by greenhouse gas in tonnes of the individual gas, and when converted to units of carbon dioxide equivalents (CO₂e).

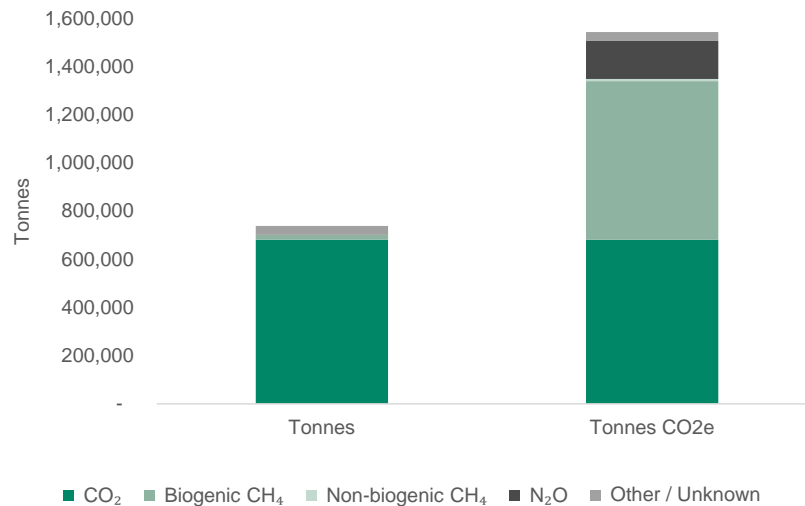


Figure 6: Dunedin's total gross emissions by greenhouse gas (in tonnes, and converted into tonnes of CO₂ equivalent units)

By far, the largest source of emissions in tonnes in Dunedin in 2021/22 is carbon dioxide (CO₂), representing 92% of emitted greenhouse gases (679,354 tonnes). However, due to the greater global warming impact of methane and nitrous oxide, methane represents 43% of the climate change impact of greenhouse gasses in Dunedin (in tCO₂e), while nitrous oxide represents 10% of the tCO₂e. Carbon dioxide represents 44% of the climate change impact of greenhouse gases produced in Dunedin (in tCO₂e).

The largest sources of carbon dioxide emissions are on-road transport (280,054 tonnes), and marine freight (157,003 tonnes). The largest sources of methane are agriculture (16,577 tonnes or 563,610 tCO₂e) and solid waste (2,498 tonnes or 84,946 tCO₂e). The largest source of nitrous oxide emissions is agriculture (469 tonnes or 139,778 tCO₂e).

Table 11 shows Dunedin's emissions by sector, broken down by greenhouse gas (converted to CO₂e).

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Table 11: Dunedin's gross emissions by sector, broken down by greenhouse gas (converted to tonnes of carbon dioxide equivalent units (tCO₂e))

Emissions Source	Carbon Dioxide (CO ₂)	Methane (CH ₄)	Nitrous Oxide (N ₂ O)	Other / Unknown	Total
Agriculture	5,468	563,610	139,778	-	708,856
Transportation	503,992	2,803	8,891	1,693	517,379
Stationary Energy	169,893	7,877	3,901	-	181,671
Waste	-	92,614	4,953	-	97,567
IPPU	-	-	-	37,027	37,027
Total	679,354	666,905	157,522	38,719	1,542,500

3.9 Biogenic Emissions

Biogenic carbon dioxide and methane emissions are stated in Table 12 and Table 13, respectively.

Biogenic Carbon Dioxide (CO₂) emissions result from the combustion of biomass materials that store and sequester CO₂, including materials used to make biofuels (e.g., trees, crops, vegetable oils, or animal fats). Biogenic CO₂ emissions from plants and animals are excluded from gross and net emissions as they are part of the natural carbon cycle.

Table 12: Biogenic CO₂ in Dunedin (Excluded from gross emissions)

Emissions Source	Biogenic tCO ₂
Biofuel / Wood	80,562
Landfill Biogas (used for energy generation)	5,998
Total Biogenic CO₂	86,560

Biogenic methane (CH₄) emissions (e.g., produced by farmed cattle via enteric fermentation) are included in gross emissions due to their relatively large impact on global warming relative to biogenic CO₂. Biogenic methane represents 3% of the total gross tonnage of GHG emissions in Dunedin but 43% of total gross GHG emissions when expressed in CO₂e. This is caused by the higher global warming impact of methane per tonne compared to carbon dioxide. The total tonnage of each GHG and the contribution of each GHG to total gross emissions when expressed in CO₂e is shown in Table 10.

The importance of biogenic CH₄ is highlighted in NZ's Climate Change Response (Zero Carbon) Amendment Act. The Act includes specific targets to reduce biogenic CH₄ by between 24% and 47% below 2017 levels by 2050 and 10% below 2017 levels by 2030. More information on the Act is available here: <https://www.mfe.govt.nz/climate-change/zero-carbon-amendment-act>.

Table 13: Biogenic Methane in Dunedin (Included in gross emissions)

Emissions Source	Biogenic tCH ₄
Enteric Fermentation	16,014
Landfill Biogas	2,498
Manure Management	563
Wastewater Treatment	226
Biofuel / Wood	72
Total Biogenic CH₄	19,373

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4.0 Emissions change from 2018/19 to 2021/22

Alongside calculating Dunedin's emissions footprint for 2021/22, Dunedin's emissions footprint for 2019/20 and 2020/21 have also been calculated, and the previously published 2018/19 footprint has been updated. It can be helpful to update previous footprints when methodologies, data sources, and emission factors are updated; this enables direct comparison between footprints for different years. Detail on the update to the 2018/19 footprint can be found in section 6.0.

This section displays the results for the 2018/19, 2019/20, 2020/21, and 2021/22 years with a focus on gross emissions and the change in emissions from 2018/19 to 2021/22. The updated 2018/19 footprint is to be used as a baseline by Dunedin City Council against which to track emissions changes over time.

Table 14 Change in Dunedin's Total Gross and Net emissions from 2018/19 to 2021/22

	2018/19 (tCO ₂ e)	2019/20 (tCO ₂ e)	2021/22 (tCO ₂ e)	2021/22 (tCO ₂ e)	% Change (2018/19 to 2021/22)
Total Net Emissions (including forestry)	1,335,709	1,097,490	1,218,358	1,049,330	-21%
Total Gross Emissions (excluding forestry)	1,697,047	1,621,684	1,646,955	1,542,500	-9%

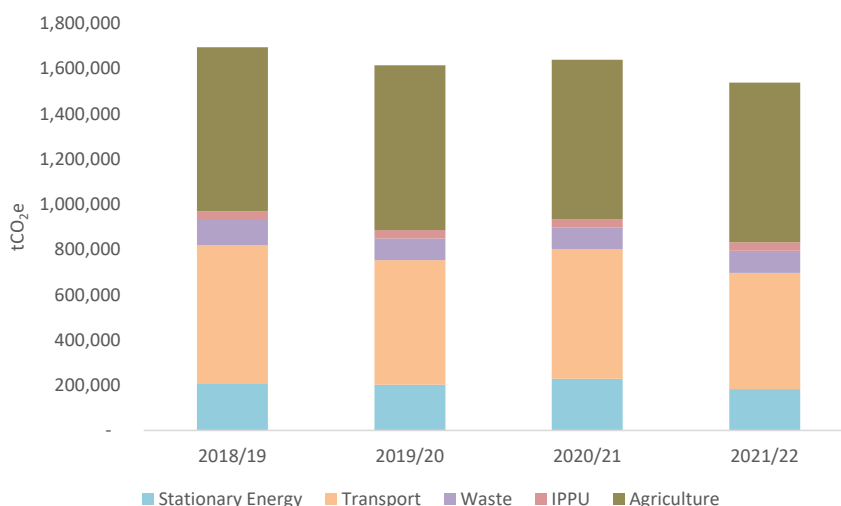


Figure 7 Change in Dunedin's total gross emissions from 2018/19 to 2021/22

Annual total gross emissions decreased by 9% (154,546 tCO₂e) from 1,697,047 tCO₂e in 2018/19 to 1,542,500 tCO₂e in 2021/22. The decrease in total gross emissions was driven by a reduction in Transport emissions primarily related to decreases in petrol and diesel fuel consumption, air travel and marine freight movements. Sales of petrol and diesel decreased, however the kilometres travelled by vehicles increased by 2%, suggesting that changes to the vehicle fleet may be the cause of the decrease in petrol and diesel emissions. It is likely that COVID-19 restrictions and disruptions to international trade impacted emissions from air travel and marine freight transport during these years.

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A reduction in electricity consumption emissions due to changes in the emissions intensity of the national grid (tCO₂e/kWh), reduction in the number of sheep in Dunedin, and improvements to solid waste landfill gas capture also notably impacted total gross emissions.

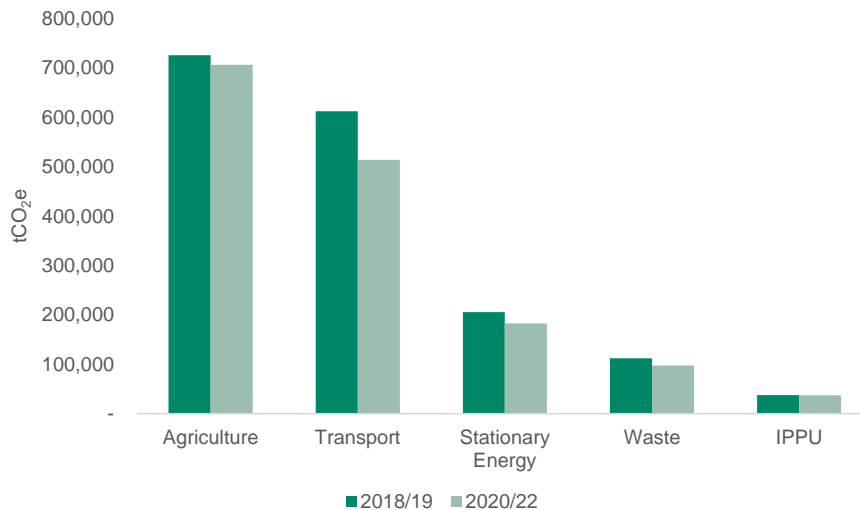


Figure 8 Emissions for each sector of Dunedin's gross emissions footprint for 2018/19 and 2021/22

Annual total net emissions in Dunedin decreased by 21% (286,379 tCO₂e) from 1,335,709 in 2018/19 to 1,049,330 tCO₂e in 2021/22. The decrease in net emissions was driven by the 9% (154,546 tCO₂e) reduction in total gross emissions (driven by changes in Transport, Stationary Energy, Agriculture, and Waste) and a net increase in sequestration from Forestry (due to a decrease in annual forest harvesting and an increase in the area of exotic (commercial) forestry cover).

The population of Dunedin increased by 2% between 2018/19 and 2021/22, resulting in per capita gross emissions in Dunedin reducing by 11% between 2018/19 and 2021/22 (from 13.0 to 11.5 tCO₂e per person per year) as total gross emissions decreased during this period. A discussion of the decoupling of gross emissions from population growth and GDP is found in Section 7.0.

The sections below outline the change in emissions between 2018/19 and 2021/22 for each sector and emissions source, highlighting the changes that have had the largest impact on total gross emissions. Due to rounding, there may be discrepancies between the sum of reported figures and reported totals.

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4.1 Agriculture

Table 15 Change in Dunedin's Agriculture emissions from 2018/19 to 2021/22

Sector / Emissions Source	2018/19 (tCO ₂ e)	2019/20 (tCO ₂ e)	2020/21 (tCO ₂ e)	2021/22 (tCO ₂ e)	% Change (2018/19 to 2021/22)
Livestock Enteric Fermentation	557,334	560,331	544,475	544,475	-2%
Unmanaged Manure on Pasture	82,448	82,638	79,987	79,987	-3%
Agricultural Leaching and Deposition	54,138	53,975	52,069	52,069	-4%
Managed Manure	20,808	20,930	21,286	21,286	2%
Fertilisers on Land	13,590	12,381	11,039	11,039	-19%
Total	728,318	730,255	708,856	708,856	-3%

The Agriculture sector's emissions decreased by 3% between 2018/19 and 2021/22 (19,461 tCO₂e). This decrease is driven by a decrease in Livestock Enteric Fermentation emissions (12,858 tCO₂e) due to a reduction in the total number of sheep in Dunedin (see Table 16 and Table 17).

Sheep represent 85% of total livestock in Dunedin in 2021/22 and 51% of agricultural emissions. Emissions related to sheep decreased by 8% (52,814 tCO₂e) due to an 8% reduction in the number of sheep (from 702,162 sheep to 649,349 sheep).

Cattle (dairy and non-dairy) represent 13% of total livestock in Dunedin in 2021/22 and 46% of agricultural emissions, this is due to their greater emissions footprint compared to sheep. Emissions related to cattle increased by 3% (13,464 tCO₂e) due to a 4% increase in the number of cattle (from 96,056 cattle to 98,607 cattle).

Another notable change is in Fertilisers on Land which decreased by 19% due to a reduction in the amount of liming and dolomite fertiliser used in Dunedin.

Table 16 Change in Dunedin's Livestock emissions from 2018/19 to 2021/22

	2018/19 (tCO ₂ e)	2021/22 (tCO ₂ e)	% Change in Emissions (2018/19 to 2021/22)
Sheep	377,877	358,080	-8%
Dairy Cattle	181,387	191,529	6%
Non-dairy Cattle	128,648	131,970	3%
Other livestock	15,055	14,185	-6%
Total	702,966	695,764	-2%

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Table 17 Change in Dunedin's Livestock numbers from 2018/19 to 2021/22

	Number of Animals (2018/19)	Number of Animals (2021/22)	% Change in Number of Animals (2018/19 to 2021/22)
Sheep	702,162	649,349	-8%
Dairy Cattle	45,102	47,152	5%
Non-dairy Cattle	50,954	51,455	1%
Other livestock	14,983	14,401	-4%
Total	813,202	762,357	-6%

4.2 Transport

Table 18 Change in Dunedin's Transport emissions from 2018/19 to 2021/22

Sector / Emissions Source	2018/19 (tCO ₂ e)	2019/20 (tCO ₂ e)	2020/21 (tCO ₂ e)	2021/22 (tCO ₂ e)	% Change (2018/19 to 2021/22)
Diesel	237,707	226,696	236,871	216,594	-9%
Marine Freight	191,429	169,794	175,594	160,389	-16%
Petrol	144,638	130,780	136,243	114,412	-21%
Jet Kerosene (Air Travel)	30,054	20,315	20,315	18,494	-38%
Rail	4,557	4,427	4,218	4,218	-7%
Marine Diesel (Local)	3,067	1,807	1,807	1,872	-39%
LPG	1,134	1,124	1,163	1,178	4%
Aviation Gas (Air Travel)	346	245	245	223	-36%
Total	612,931	555,188	576,454	517,379	-16%

Emissions from Transport decreased by 16% between 2018/19 and 2021/22 (95,552 tCO₂e), driven by a reduction in emissions from petrol and diesel consumption (51,339 tCO₂e), marine freight movements (31,040 tCO₂e), and air travel (11,683 tCO₂e).

Petrol and diesel fuel emissions have been calculated based on fuel sales in the Dunedin, Clutha, and Waitaki areas, and apportioned between the three territorial authorities based on the vehicle kilometres travelled (VKT) in each area. Sales of both diesel and petrol decreased between 2018/19 and 2021/22, by 4% and 17% respectively. During the same period, total VKT for the three areas increased by 8%, while VKT in Dunedin increased by 2%, therefore Dunedin represented a smaller proportion of total sales using this approach. This results in a 9% (21,113 tCO₂e) reduction in diesel emissions and a 21% (30,226 tCO₂e) reduction in petrol emissions in Dunedin. A possible explanation for emissions from petrol and diesel to decrease while the distance travelled by vehicles increased could be improvements in the fuel efficiency and types of vehicles in Dunedin compared to the other areas. The COVID-19 related 'lockdowns' had short but significant impacts on fuel consumption with fast rebounds to normal levels, but it is more likely that longer term trends in individual and commercial transport, vehicle efficiency, and societal changes, are responsible for the trends seen in petrol and diesel used for transport.

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Marine freight fuel emissions decreased by 16% between 2018/19 and 2021/22 (31,040 tCO₂e). This aligns with a 15% decrease in freight volumes through the Port during the same period⁶. COVID-19 related disruptions to international trade may have impacted freight movements during this time.

Jet Kerosene (jet aircraft fuel) emissions decreased by 38% (11,560 tCO₂e) due to a reduction in flights, especially of international flights and flights to/from Auckland, with total passenger numbers down 29% between 2018/19 and 2020/21 and no international flights since 2020⁷. The discrepancy between the change in passenger numbers and change in fuel emissions is explained by higher fuel consumption per passenger of the longer flights to Auckland and international destinations, compared to the majority of flights to and from Dunedin. This is likely the impact of COVID-19-related restrictions on travel and the slow pace of recovery of the aviation industry to pre-COVID-19 levels.

Note that emissions from cruise ships visiting Dunedin have not been estimated due to a lack of reliable data available to calculate these emissions. This is only relevant to 2018/19 and 2019/20 as there were no cruise ship visits in 2020/21 and 2021/22.

4.3 Stationary Energy

Table 19 Change in Dunedin's Stationary Energy emissions from 2018/19 to 2021/22

Sector / Emissions Source	2018/19 (tCO ₂ e)	2019/20 (tCO ₂ e)	2020/21 (tCO ₂ e)	2021/22 (tCO ₂ e)	% Change (2018/19 to 2021/22)
Electricity Consumption	93,583	94,862	121,808	78,920	-16%
Coal	43,142	39,751	34,250	34,250	-21%
LPG	29,772	29,532	30,550	30,943	4%
Stationary Petrol & Diesel Use	26,308	25,038	26,159	23,846	-9%
Electricity Transmission and Distribution Losses	8,174	8,296	11,324	8,370	2%
Biofuel / Wood	4,755	5,029	5,303	5,303	12%
Landfill Biogas (used for energy generation)	30	45	44	39	30%
Total	205,764	202,553	229,437	181,671	-12%

Emissions from Stationary Energy decreased by 12% between 2018/19 and 2021/22 (24,093 tCO₂e). This was predominantly driven by a 16% decrease in electricity consumption emissions (14,663 tCO₂e).

Electricity consumption emissions are impacted by the amount of electricity consumed and the way in which the electricity is generated. Between 2018/19 and 2021/22 there was a 3% decrease in electricity consumption (in kWh) combined with a 13% decrease in the emissions intensity of the national electricity grid (tCO₂e/kWh), resulting in a 16% decrease in electricity consumption emissions. The emissions intensity of the national grid decreased due to a reduction in coal and gas generation as renewable generation sources made up a greater proportion of national generation (especially hydropower). It is important to note that the emissions intensity of New Zealand's national grid

⁶ <https://www.portotago.co.nz/assets/Uploads/PortOtago-AR-2022-Web.pdf>

⁷ <https://www.dunedinairport.co.nz/assets/Dunedin-Annual-Report-2021-Glossy-FINAL-with-AR.pdf>

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fluctuates year on year, primarily driven by water levels in the hydropower system (as can be seen in the increase in emissions from 2018/19 to 2020/21 and subsequent decrease again in 2021/22).

Other notable changes can be seen in coal consumption emissions which decreased by 21% (8,892 tCO₂e), likely driven by a change in fuel use at the Dunedin Energy Centre from coal to biofuels (woodchips). Unlike with electricity consumption emissions, this is a local change that is outside of the direct influence of activities outside the Dunedin boundary and is likely to be part of a longer-term trend.

LPG emissions are estimated based on data covering the South Island and allocated to Dunedin on a per capita basis, this means that the 4% increase in LPG emissions follows the trend for the South Island as a whole.

4.4 Waste

Table 20 Change in Dunedin's Waste emissions from 2018/19 to 2021/22

Sector / Emissions Source	2018/19 (tCO ₂ e)	2019/20 (tCO ₂ e)	2020/21 (tCO ₂ e)	2021/22 (tCO ₂ e)	% Change (2018/19 to 2021/22)
Open Landfill	63,003	49,334	50,887	55,475	-12%
Closed Landfill	37,345	34,421	31,810	29,472	-21%
Wastewater Treatment Plants	8,405	8,653	8,901	8,901	6%
Individual septic tanks	3,720	3,720	3,720	3,720	0%
Total	112,473	96,128	95,318	97,567	-13%

Total Waste emissions reduced by 13% between 2018/19 and 2021/22 (14,906 tCO₂e); this was driven by improvements to landfill gas capture at open landfills and a reduction in landfill gas emissions from closed landfill sites.

The majority of Dunedin's waste is processed at the Green Island landfill. At Green Island the total landfill gas (CH₄) produced annually increased by 2% between 2018/19 and 2021/22 due to increases in annual waste volumes sent to landfill over the last 20 years. However, improvements to landfill gas capture systems have meant that 30% more landfill gas (CH₄) was captured and used for energy generation or flared in 2021/22 compared to 2018/19. This resulted in a 12% (7,529 tCO₂e) reduction in emissions from open landfill sites from 2018/19 to 2021/22.

Closed landfill site emissions made up 30% of Dunedin's Waste emissions in 2021/22. Closed landfill sites continue to emit landfill gas long after they have closed but, as no additional waste enters these sites, annual emissions from this source will fall over time. Annual emissions from closed landfill sites reduced by 21% (7,873 tCO₂e) between 2018/19 and 2021/22.

Emissions relating to the combustion of landfill gas used for energy generation have been included in the Stationary Energy sector results.

Emissions from wastewater treatment plants increased by 6% between 2018/19 and 2021/22, mainly driven by an increase in population connected to the Green Island wastewater treatment plant. Note that data was not available for the 2021/22 year, so the 2020/21 value has been used.

Emissions from Individual Septic Tanks are determined based on an estimate of the population of Dunedin not connected to centralised wastewater treatment plants. Note that this population estimate is based on data from 2017/18 and has been assumed to be unchanged since then so there is no reported change in emissions from this source.

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4.5 Industrial Processes and Product Use (IPPU)

Table 21 Change in Dunedin's IPPU emissions from 2018/19 to 2021/22

Sector / Emissions Source	2018/19 (tCO ₂ e)	2019/20 (tCO ₂ e)	2020/21 (tCO ₂ e)	2021/22 (tCO ₂ e)	% Change (2018/19 to 2021/22)
Refrigerants and air conditioning	34,742	34,742	34,321	34,448	-1%
Aerosols	2,186	2,186	1,912	1,919	-12%
SF6 - Electrical Equipment	345	345	374	375	9%
Foam Blowing	152	152	150	151	-1%
SF6 - Other	74.8	74.8	73.3	73.6	-2%
Fire extinguishers	61	61	59	59	-2%
Total	37,561	37,561	36,890	37,027	-1%

IPPU emissions decreased between 2018/19 and 2021/22 by 1% (534 tCO₂e). A decrease in refrigerant and aerosol emissions mainly drives the decrease in IPPU emissions. This may be a decrease in the quantity used or an increase in the use of lower emissions-impacting refrigerants and aerosols. Note that national-level data is used for this sector and is portioned out using a population approach; actual emissions related to IPPU for the city are unknown.

4.6 Forestry

Table 22 Change in Dunedin's Forestry emissions from 2018/19 to 2021/22

Sector / Emissions Source	2018/19 (tCO ₂ e)	2019/20 (tCO ₂ e)	2020/21 (tCO ₂ e)	2021/22 (tCO ₂ e)	% Change (2018/19 to 2021/22)
Exotic Forest Sequestration	- 526,686	- 572,195	- 584,796	- 584,796	11%
Native Forest Sequestration	- 183,659	- 183,659	- 183,659	- 183,659	0%
Forest Harvest Emissions	349,008	231,659	339,858	275,285	-21%
Total	-361,337	-524,194	-428,596	-493,170	

Net Forestry sequestration and emissions are influenced by the cyclical nature of harvesting and planting regimes, where some years will have higher sequestration and some years will have higher harvesting emissions. This depends on the age of forests and the demand for lumber and timber. Improved and updated data sources may impact the estimation of emissions from this source in the future.

Annual net Forestry sequestration increased by 131,833 tCO₂e between 2018/19 and 2021/22, from -361,337 tCO₂e to -493,170 tCO₂e. The rise in annual net sequestration was caused by a decrease in the amount of forest harvesting (producing emissions), and an increase in the area of exotic (commercial) forestry cover (sequestering emissions).

Annual forestry harvesting emissions decreased by 21% between 2018/19 and 2021/22. Note that annual forest harvesting emissions fluctuate year to year as described above. For context, annual

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harvesting emissions in 2021/22 were higher than most years from 2014/15 to 2021/22, and 2018/19 were larger than all but one year in the period from 2014/15 to 2021/22.

The area of Dunedin covered by exotic forestry increased by 6% between 2018/19 and 2021/22 with the area of land covered by forestry of peak sequestration age (6-40 years old) increasing by 14%. This resulted in an increase of annual sequestration from exotic forestry of 11%.

Sequestration by native forests remained unchanged during this time as the same data has been used for each year; however, it is unlikely that there have been significant changes.

5.0 Net Zero 2030 Goal Tracking

Like the New Zealand's national emissions reduction target, Dunedin city's emissions reductions target is in two parts (the 'split gas approach').

Split gas emissions reduction targets:

- Dunedin aims to achieve net zero emissions of carbon dioxide and other greenhouse gases by 2030 (except biogenic methane⁸) based on the 2018/19 baseline inventory presented here (*i.e. Total Net Emissions excluding Biogenic Methane*).
- Dunedin also aims to achieve a 24-47% reduction in biogenic methane emissions below 2016/17 levels by 2050, including a 10% reduction below 2016/17 levels by 2030 (*i.e. Total Biogenic Methane Emissions*).

Table 23 presents the results of this inventory using the split gas approach as per the emissions reduction targets, alongside total gross and total net emissions.

Split gas emissions reduction tracking:

- Total Net Emissions (Excluding Biogenic Methane):
 - Total Net Emissions (Excluding Biogenic Methane) decreased by 40% (259,472 tCO₂e) between 2018/19 and 2021/22.
 - This increase was driven by a 131,833 tCO₂e increase in net sequestration from Forestry due to an increase in the area of exotic forestry cover and a decrease in commercial harvesting following national trends. As mentioned above, net forestry emissions are influenced by the cyclical nature of harvesting and planting regimes, where some years will have higher sequestration and some years will have higher harvesting emissions. Due to the variable nature of net forestry emissions, net sequestration cannot be relied upon to achieve long-term reductions in total net emissions.
 - The decrease in Transport emissions had the next largest impact on Total Net Emissions (Excluding Biogenic Methane). It is also important to note that Transport emissions have the potential to increase if flights and marine freight journeys return to pre-COVID-19 pandemic levels.
- Total Biogenic Methane Emissions:
 - Total Biogenic Methane Emissions decreased by 4% (26,907 tCO₂e) between 2018/19 and 2021/22.
 - This was driven by a reduction in enteric fermentation emissions from sheep due to a reduction in the number of sheep in Dunedin. This decrease has been slightly offset by an increase in the number of cattle in Dunedin.

Reducing emissions across the board will need to be achieved for Dunedin to be able to reach the city's emissions reductions targets. It is therefore important that total gross emissions remain the focus of attention while considering Dunedin's emissions progress.

⁸ See section 3.9
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Table 23 Change in Dunedin's total emissions from 2018/19 to 2021/22 (split gas approach)

	2018/19 (tCO ₂ e)	2019/20 (tCO ₂ e)	2020/21 (tCO ₂ e)	2021/22 (tCO ₂ e)	% Change (2018/19 to 2021/22)
Total Gross Emissions (including biogenic methane)	1,697,047	1,621,684	1,646,955	1,542,500	-9%
Total Net Emissions (including biogenic methane)	1,335,709	1,097,490	1,218,358	1,049,330	-21%
Total Net Emissions (excluding biogenic methane)	650,132	424,922	561,938	390,661	-40%
Total Biogenic Methane Emissions (tCO ₂ e)	685,577	672,568	656,420	658,670	-4%

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6.0 Update to the 2018/19 Emissions Footprint

Improvements to the methodology, improvements in available data, and updates to emission factors since 2018/19 Community Carbon Footprint was first published in 2020 have meant that the 2018/19 footprint results are required to be updated to allow direct comparison with the 2019/20, 2020/21, and 2021/22 footprints.

The previous 2018/19 inventory results and updated 2018/19 inventory results are presented in Table 24.

Reasons for the change to results between these footprints are outlined below:

- Stationary Energy emissions have been adjusted due to improvements in data and changes to emission factors. This is especially the case for electricity, where the data source has been adjusted to align with the Dunedin Energy Study.
- There were no significant changes to the Transportation sector. Changes in emissions are due to changes in emission factors and an adjustment of allocation of petrol and diesel fuel use between transportation and stationary uses.
- Waste emissions have been adjusted due to updates to waste composition information for open landfill sites and changes to wastewater calculations. Wastewater calculations have been updated to align with WaterNZ guidance (2021) and the estimate of population using septic tanks has been updated.
- IPPU emissions have been adjusted due to a change in data and emission factors provided by the Ministry for the Environment (MfE).
- Agriculture emissions have been adjusted due to improvements in data based on regional trends since the 2017 territorial authority-level census and changes in MfE emission factors.
- Forestry emissions have been adjusted due to changes in data and emission factors. Forest harvesting data has been adjusted based on data provided by the two main forestry harvesting organisations located within Dunedin.

Table 24 Reported GHG emissions in Dunedin for 2018/19, showing the change in emissions between those previously reported (2020) and the updated results (2022)

	2018/19 previous inventory (2020) – tCO ₂ e	2018/19 updated inventory (2022) – tCO ₂ e
Stationary Energy	200,464	205,764
Transportation	613,793	612,931
Waste	120,157	112,473
IPPU	39,544	37,561
Agriculture	599,051	728,318
Forestry	- 407,349	- 361,337
Total Net Emissions (incl. forestry)	1,165,660	1,335,709
Total Gross Emissions (excl. forestry)	1,573,008	1,697,047

Future community carbon footprints for Dunedin may also require adjustments to the emission results reported here due to improvements to the inventory process.

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7.0 Decoupling of GHG emissions from population growth and GDP

Figure 9 shows the changes in gross emissions compared to other metrics of interest between 2018/19 and 2021/22. For example, total gross emissions have decreased by 9% between 2018/19 and 2021/22 whilst the population of the city increased by 2%, resulting in per capita gross emissions in Dunedin reducing by 11% between 2018/19 and 2021/22 (from 13.0 to 11.5 tCO₂e per person per year), more than the decrease in total gross emissions. Similarly, Gross Domestic Product (GDP) in Dunedin has increased by 2%, resulting in a 11% decrease in the GHG emissions ratio to GDP.

Decoupling is when emissions grow less rapidly than GDP (a measure of economic growth). The term decoupling expresses the desire to mitigate emissions without harming economic well-being. The exact drivers for the decoupling of emissions from GDP are generally difficult to pinpoint. New policies, for restructuring the way to meet demand for energy, food, transportation, and housing will all contribute. Both direct local actions (e.g., landfill gas reductions) and indirect national trends (e.g., changes to emissions from electricity generation) can contribute to emissions decoupling. A complete discussion of the decoupling of emissions is beyond this project's scope.

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Dunedin City Emissions change over time 2019 – 2022



Decoupling GDP Growth from GHG Emissions

Figure 9 Change in total gross emissions compared to other metrics of interest

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8.0 Closing Statement

Dunedin's GHG emissions footprint provides information for decision-making and action by the DCC, Dunedin stakeholders, and the wider community. We encourage the DCC to use the results of this study to update current climate action plans, set emission reduction targets, and track changes in emissions over time.

The emissions footprint developed for Dunedin covers emissions produced in the Stationary Energy, Transport, Waste, IPPU, Agriculture, and Forestry sectors using the GPC reporting framework. Sector-level data allows Dunedin to target and work with the sectors that contribute the most emissions to the footprint.

Understanding of climate change's extensive and long-lasting effects is always improving. It is recommended that this emissions footprint be updated regularly (every two or three years) to inform ongoing positive decision-making to address climate change issues.

The availability, quality, and applicability of data limit the accuracy of any emissions footprint. Areas where data could be improved for future footprints include Forestry, Agriculture, Solid Waste, Wastewater, off-road transport fuel use, Aviation Gas, Marine Freight, LPG, and IPPU.

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9.0 Limitations

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Appendix A

Assumptions and Data Sources

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Sector / Category	Assumptions and Exclusions
General	
Geographical Boundary	LGNZ local council mapping boundaries have been applied
Population	<p>Population figures up to 2017 are provided by StatsNZ.</p> <p>Population figures for 2018-2022 align with Dunedin's population projection figures used in Dunedin's 10 Year Planning and Development documents (https://www.dunedin.govt.nz/council/annual-and-long-term-plans).</p> <p>Financial year populations have been used. These are based on the average population from the two calendar years (e.g. the average of 2020 and 2021 calendar year populations for 2020/21).</p>
Climate Change Feedback	<p>Emissions are expressed on a carbon dioxide-equivalent basis (CO₂e) including climate change feedback using the 100-year Global Warming Potential (GWP) values.</p> <p>Climate change feedbacks are the climate change impacts from GHGs that are increased as the climate changes. For example, once the Earth begins to warm, it triggers other processes on the surface and in the atmosphere. Current climate change feedback guidance is important to estimate the long-term impacts of GHGs.</p> <p>Emissions for individual main greenhouse gases for each emissions source are provided in the supplementary spreadsheet information supplied with this report.</p>
GPC Production Approach	<p>GPC reporting is predominately production-based (as opposed to consumption-based) but includes indirect emissions from energy consumption.</p> <p>Production-based emissions reporting is generally preferred by policy-makers due to robust established methodologies such as the GPC, which enables comparisons between different studies. Production-based approaches exclude globally produced emissions relating to consumption (e.g., embodied emissions relating to products produced elsewhere but consumed within the geographic area such as imported food products, cars, phones, clothes etc.).</p>
Emission Factors	<p>All emission factors have detailed source information in the calculation tables within which they are used. Where possible, the most up to date, NZ-specific emission factors have been applied.</p> <p>AR5 Global Warming Potential (GWP) figures for greenhouse gases have been used accounting for climate change feedbacks.</p>

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Biogenic Emissions	Some Carbon Dioxide (CO ₂) emissions are considered to be biogenic. These are CO ₂ emissions where the carbon has been recently derived from CO ₂ present in the atmosphere (for example, some agricultural and waste emissions). These emissions are not included in calculating total CO ₂ e.
Transport Emissions	
Petrol and Diesel:	<p>Total petrol and diesel consumption in Dunedin City was calculated from aggregated petrol and diesel sales data for Dunedin City, Clutha District, and Waitaki District, which was then apportioned out to these territorial authorities based on the total distance travelled by vehicles in each territorial authority in the financial year (known as Vehicle Kilometres Travelled or VKT).</p> <p>Allocating fuel consumption across a region based on VKT does not account for the likely makeup of the vehicle fleet of a particular geographic area (e.g. where a more rural area may use more diesel, or a more urban area may have more hybrid or electric vehicles travelling).</p> <p>Fuel sold in an area does not always mean that the fuel is used in that area, however this approach is considered to be a robust and comparable estimate of fuel consumption in a geographic area.</p> <p>Total Petrol and diesel fuel use was then divided by likely end use. The division into transport and stationary energy end use (and within transport, on-road and off-road) was calculated using fuel end use data provided by the Energy Efficiency and Conservation Authority (EECA) in April 2020.</p> <ul style="list-style-type: none"> - On-road transport is defined as all standard transportation vehicles used on roads e.g. cars, bikes, buses. - Off-road transport is defined as machinery for agriculture, construction and other industry used off-roads. - Stationary energy petrol and diesel use is defined as fuel not used for transport either on or off roads. Petrol and diesel used for stationary energy has been reported in the Stationary Energy sector.
Rail Diesel	<p>Fuel consumption was calculated by Kiwi Rail using the Induced Activity method for system boundaries. The following assumptions were made:</p> <ul style="list-style-type: none"> - Net Weight is product weight only and excludes container tare (the weight of an empty container) - The Net Tonne-Kilometres (NTK) measurement has been used. NTK is the sum of the tonnes carried, multiplied by the distance travelled. - National fuel consumption rates have been used to derive litres of fuel for distance. - Type of locomotive engine used, and jurisdiction topography, have not been incorporated in the calculations. <p>Using the induced activity method, the trans-boundary routes were determined, and the number of stops taken along the way derived. The total litres of diesel consumed per route was then split between the departure territorial authority, arrival territorial authority and any territorial authority the freight stopped at along the way. If the freight travelled through but did not stop within a territorial authority, no emissions were allocated.</p>

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	Data was not available for 2021/22 therefore the 2020/21 value has been used for 2021/22.
Jet Kerosene	<p>Calculated using the Induced Activity method as per rail diesel.</p> <p>An estimate of fuel use was calculated for scheduled passenger flights arriving and departing from Dunedin Airport:</p> <ul style="list-style-type: none"> - The schedule of flights arriving and departing from Dunedin Airport containing details on the aircraft used for each flight was used to calculate fuel consumption. - Flight distances and aircraft fuel burn rates were used for these calculations. - As per the induced activity method, only 50% of emissions calculated per one-way arrival and departure were allocated to Dunedin Airport. The remaining 50% of each leg was allocated to the originating or destination airport. <p>It is understood that air travel journeys departing and arriving at Dunedin Airport do not just serve the Dunedin population and Dunedin commercial interests, however all emissions have been allocated to Dunedin. This approach ensures that all emissions are accounted for in regional emissions reporting. Dunedin's emissions from these sources are therefore higher than if emissions were split between all areas benefitting from these transport hubs.</p> <p>Jet kerosene emissions from military, freight, and private aircraft have not been calculated due to a lack of available data.</p>
Aviation Gas	<p>Aviation gas is mostly used by small aircraft for relatively short flights.</p> <p>Data for Dunedin Airport was not available at the time of writing, so an assumption has been made based on data provided for the 2014/15 year and adjusted for the following years based on the number of flight movements at Dunedin Airport.</p>
Marine Diesel – Freight	<p>Calculated using the Induced Activity method as per rail diesel and jet kerosene.</p> <p>An estimate of fuel use was calculated for journeys arriving and departing from Port Otago:</p> <ul style="list-style-type: none"> - The schedule of vessels arriving and departing from Port Otago containing details on size of the vessel was used to calculate fuel consumption. - Shipping distances and vessel fuel burn rates were used for these calculations. - As per the induced activity method, only 50% of emissions calculated per one-way arrival and departure were allocated to Dunedin Port. The remaining 50% of each leg was allocated to the originating or destination Port.

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	<p>Data:</p> <ul style="list-style-type: none"> - The 2018/19 emissions calculated from vessel schedule (Port Otago website) alongside vessel info and journey distances. The schedule available covered a 68-day period in 2020, this has been extrapolated and adjusted to represent the 2018/19 reporting year. - The 2021/22 emissions calculated from vessel schedule (Port Otago website) alongside vessel info and journey distances. The schedule available covered a 60-day period in 2022, this has been extrapolated and adjusted to represent the 2021/22 reporting year. - We have used the reported change in bulk cargo and container tonnage processed at Port Otago between 2015 and 2021 to estimate emissions between 2015 and 2021.
Marine Diesel (Local)	<p>Port operational vessels:</p> <ul style="list-style-type: none"> - Fuel use has been provided directly from Port Otago for 2018/19, 2020/21, and 2021/22 from the Port's Annual Reports. - All emissions from this source have been allocated to Dunedin City <p>Private use, other commercial operators, and commercial fishing:</p> <ul style="list-style-type: none"> - Most small private boats use fuel purchased at vehicle gas stations so this consumption will be included in off-road transport petrol and diesel emissions. - No data was available to determine emissions from other commercial operators, and commercial fishing
Cruise Ships	No reliable data was available to determine the emissions from cruise ships (only relevant to 2018/19 as there were no cruise ship visits in 2020/21 and 2021/22)
LPG	<p>Total South Island consumption data was used and then split on a per capita basis to determine the territorial authority's consumption.</p> <p>National LPG end use data has been used to breakdown consumption into stationary energy and transport usage, these are then reported separately in their respective categories.</p>
Stationary Energy Emissions	
Consumer Energy End Use	<p>Stationary energy demand (e.g. electricity use, natural gas, etc.) is broken down by the sector in which they are consumed. We report stationary energy demand in the following categories: industrial (which includes agriculture, forestry, and fishing); commercial; and residential. These sectors follow the Australia New Zealand Standard Industrial Classification 2006 definitions.</p> <p>In addition to agriculture, forestry and fishing, the industrial sector includes mining, food processing, textiles, chemicals, metals, mechanical/electrical equipment and building and construction activities.</p>

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	<p>Emissions from petrol and diesel used for stationary energy are not broken down into these sectors.</p> <p>Energy demand used for transport is reported in the transport sector.</p>
Electricity Consumption	<p>The Dunedin City boundary is mostly covered by Aurora Energy network, there are some smaller towns on the northern and western fringes which are supplied by Otagonet.</p> <ul style="list-style-type: none"> - Data for the Aurora Energy Network has been provided by Aurora, broken down into residential and non-residential usage. - An estimate of consumption on the Otagonet network has been estimated based on estimates conducted by the University of Otago as part of the Dunedin Energy Study. <p>The breakdown of non-residential use into the commercial and industrial sectors is based on NZ average consumption per sector.</p>
Private Transport Electricity	<p>Electricity used for private transport (e.g., electric busses, electric cars, electric bikes, electric micro-mobility) has not been separated from other stationary energy electricity consumption due to a lack of reliable data.</p>
Coal Consumption	<p>Coal consumption data provided by the University of Otago from their Dunedin Energy Study data. This data includes coal used by multiple organisations, and in residential settings in Dunedin, not just the University of Otago.</p>
Biofuel and Wood Consumption	<p>Biofuel and wood burning consumption data are directly provided by the University of Otago from their Dunedin Energy Study data. This data includes biofuel and wood burned by multiple organisations, and in residential settings in Dunedin, not just the University of Otago.</p> <p>The carbon dioxide (CO₂) emissions produced from the burning of biofuels have been excluded from the emissions totals as they are considered to be biogenic (but are reported separately). Only the methane and nitrous oxide emissions have been included in the reported CO₂e figures for biofuels.</p>
LPG Consumption	<p>South Island LPG sales data (tonnes) has been provided by the LPG Association for 2020 and 2021. Data interpolated between known data points or copied from the most recent data point where data is not available.</p> <p>'Auto' and 'Forklift' sales represent transport uses of LPG. All other sales represent stationary energy uses of LPG.</p> <p>The breakdown into sectors (Residential, Commercial, and Industrial) is based on NZ average consumption per sector as per MfE data.</p>

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Petrol and Diesel (stationary energy end use)	<p>Total petrol and diesel consumption in Dunedin City was calculated from aggregated petrol and diesel sales data for Dunedin City, Clutha District, and Waitaki District, which was then apportioned out to these territorial authorities based on the total distance travelled by vehicles in each territorial authority in the financial year (known as Vehicle Kilometres Travelled or VKT).</p> <p>Allocating fuel consumption across a region based on VKT does not account for the likely makeup of the vehicle fleet of a particular geographic area (e.g. where a more rural area may use more diesel, or a more urban area may have more hybrid or electric vehicles travelling).</p> <p>Fuel sold in an area does not always mean that the fuel is used in that area, however this approach is considered to be a robust and comparable estimate of fuel consumption in a geographic area.</p> <p>Total Petrol and diesel fuel use was then divided by likely end use. The division into transport and stationary energy end use (and within transport, on-road and off-road) was calculated using fuel end use data provided by the Energy Efficiency and Conservation Authority (EECA) in April 2020.</p> <ul style="list-style-type: none"> - On-road transport is defined as all standard transportation vehicles used on roads e.g., cars, bikes, buses. - Off-road transport is defined as machinery for agriculture, construction and other industry used off-roads. - Stationary energy petrol and diesel use is defined as fuel not used for transport either on or off roads. Petrol and diesel used for stationary energy has been reported in the Stationary Energy sector.
Natural Gas Consumption	There is no natural gas connection in the Dunedin City Territorial Area.
Agricultural Emissions	
Agriculture	<p>Territorial authority livestock numbers and fertiliser data taken from the Agricultural Census (StatsNZ). The last territorial authority census was in 2017. Regional agricultural data from StatsNZ (2021) has been used to estimate the change in livestock and fertiliser use since 2017.</p>

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Solid Waste Emissions	
Landfill Emissions	<p>Landfill waste volume and landfill gas capture system information has been provided by Dunedin City Council.</p> <p>Solid waste emissions from landfill are measured using the IPCC First Order Decay method that covers landfill activity between 1950 and the present day.</p> <p>Waste volume:</p> <ul style="list-style-type: none"> - Where information is not available, waste volumes have been estimated based on historical national data on a per capita basis. - Waste volume transported outside of Dunedin by a private company has been estimated based on total waste volume produced in Dunedin prior to waste being transported out of Dunedin. <p>Landfill gas flaring / burning for energy generation:</p> <ul style="list-style-type: none"> - Emissions relating to burning of landfill gas for energy generation have been included in the Stationary Energy sector. The carbon dioxide (CO₂) emissions produced from the burning of landfill gas have been excluded from the emissions totals as they are biogenic (but are reported separately). Only the methane and nitrous oxide emissions have been included in the reported CO₂e figures for landfill gas. <p>Emissions are allocated to territorial authorities based on where the waste was produced, even if the waste is disposed in landfill outside the territorial authority.</p>
Wastewater Emissions	
Wastewater Treatment	<p>All wastewater emissions have been calculated following the WaterNZ (2021) guidance.</p> <p>Wastewater Treatment Plants:</p> <ul style="list-style-type: none"> - Calculation of emissions includes emissions released directly from wastewater treatment, flaring of captured gas and from discharge onto land/water. - Where data was not available assumed values have been used based on the WaterNZ (2021) guidance - Emissions relating to discharge of biosolids sent to landfill (if present) have been included in the Solid Waste emissions source. - Emissions are allocated to territorial authorities based on where the wastewater was produced, even if the wastewater is treated outside the territorial authority. <p>Individual Septic Tanks:</p> <ul style="list-style-type: none"> - Populations not connected to known centralised wastewater treatment plants are assumed to be using septic tanks. - The population not connected to centralised wastewater treatment has been estimated based data from the 2017/18 year and applied to all years as the population not connected to centralised wastewater

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	treatment has been assumed to be unchanged. This will need to be updated for future inventories as it is not likely that all new housing since 2017/18 is connected to centralised wastewater treatment.
Industrial Processes and Product Use Emissions	
Industrial processes	It is assumed that there are no significant non-energy related emissions of greenhouse gasses from industrial processes in the Dunedin City area (e.g., aluminium manufacture).
Industrial Product Use	National data covering industrial product use (e.g., fire extinguishers, refrigerants) have been estimated based on data provided in the New Zealand Greenhouse Gas Emissions 1990-2020 report (MfE 2022). Emissions are estimated on a per capita basis applying a national average per person.
Forestry Emissions	
Exotic Forestry Harvested and Exotic Forest coverage	<p>Harvested forestry, and forest cover information for each territorial authority has been derived from Landcare Research data and data provided by two commercial operators representing approximately 70% of commercial forestry in Dunedin.</p> <p>This emissions footprint accounts for forest carbon stock changes from afforestation, reforestation, deforestation, and forest management (i.e., it applies land-use accounting conventions under the United Nations Framework Convention on Climate Change rather than the Kyoto Protocol). It treats emissions from harvesting and deforestation as instantaneous rather than accounting for the longer-term emission flows associated with harvested wood products.</p> <p>The emissions footprint considers regenerating (growing) forest areas only. Capture of carbon from the atmosphere is negligible for mature forests that have reached a steady state.</p>
Native Forest	Native forest land area for each territorial authority has been provided by Landcare Research.

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Appendix B

Additional Transport Emissions Breakdown

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Additional Transport Emissions Analysis – Dunedin City

This section details the additional analysis undertaken to further breakdown Dunedin's transport sector Greenhouse Gas (GHG) emissions. The focus of this additional analysis addresses on-road and off-road transport emissions which together represent 22% of Dunedin's total gross emissions in the 2021/22 financial year. Within on-road transport emissions this assessment particularly looks at the relative contribution of each vehicle type (Cars, Commercial Vehicles, Buses) to the region's transport emissions.

Key findings:

- Cars represent 48% of Dunedin on-road transport emissions, and 9% of Dunedin total gross emissions.
- Light commercial vehicles represent 31% of Dunedin's on-road transport emissions and 6% of Dunedin's total gross emissions.
- Heavy commercial vehicles represent 18% of Dunedin's on-road transport emissions and 4% of Dunedin's total gross emissions.
- Electric vehicles currently represent 0.02% of Dunedin on-road transport emissions (65 tCO₂e), based on emissions related to the electricity consumed.
- Cars represent 73% of all Vehicle Kilometres Travelled (VKT) in Dunedin but represent 48% of all on-road emissions in Dunedin. This is due to the higher average tCO₂e per VKT of commercial vehicles compared to cars.
- 25-50+ tonne heavy vehicles represent 4% of all Vehicle Kilometres Travelled (VKT) in Dunedin but represent 14% of all on-road emissions in Dunedin.
- Diesel is the predominant fuel for off-road transport use, representing 95% of off-road transport emissions in Dunedin.
- Nationally, agriculture is the highest producing sector of off-road transport emissions, producing 27% of all off-road transport emissions. The next largest off-road transport producing sectors are building and construction, commercial, and industrial uses. Data specific to Dunedin was not available at the time of writing.

1.0 Methodology

The basis for this assessment is the results presented in the Dunedin Community Carbon Footprint for the financial year 2021/22 (July 1st to June 30th). The emissions for on-road and off-road transport have been calculated directly based on the sale of petrol and diesel in Dunedin, and then these have been broken down by sector and vehicle type using data provided by Waka Kotahi and the Energy Efficiency and Conservation Authority (EECA).

Data provided by Waka Kotahi covering Vehicle Kilometres Travelled (VKT) and emissions (by gas) for each territorial authority by vehicle class in 2018/19 has been used to assess the relative contribution of vehicle class types to on-road transport emissions in Dunedin.

Emissions related to energy use from electric vehicles (EVs) in the Community Carbon Footprint is included in the Stationary Energy sector and not included in transport emissions, due to lack of available data at the time of calculation. Total emissions presented here include the EV emissions contribution. These emissions have been calculated using an average electricity consumption per km travelled and based on the carbon intensity of the national electricity grid in 2021/22.

All calculated emissions have been converted to tonnes of CO₂ equivalent (tCO₂e) to allow direct comparison with the results of the Community Carbon Footprint.

Off-road transport data is limited at the local level, so this assessment utilises national data provided by the EECA to determine the relative contribution of emission sources within the on-road transport emissions source.

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Definition of on-road vehicle categories¹:

- Light duty vehicles:
 - Cars: passenger cars and sports utility vehicles (SUVs). This includes passenger cars and SUVs used for commercial purposes (e.g. taxis).
 - Light commercial vehicles: Utes and vans with gross vehicle mass up to 3.5 tonnes
- Heavy duty vehicles:
 - Heavy commercial vehicles: commercial vehicles with gross vehicle mass higher than 3.5 tonnes
 - Buses with gross vehicle mass higher than 3.5 tonnes

2.0 Key Limitations

On-road transport

- The reported emissions are for the financial year 2021/22 however the data underlying the breakdown of on-road transport emissions is based on calendar year 2019 data. There may be some differences between these years regarding the vehicle fleet make-up, but it is expected that the proportions used are representative. Notably, electric and hybrid vehicle use is likely to have increased since 2019.

Off-road transport

- Calculations have been based on national-level data resulting in a lower level of confidence in their applicability to the territorial authority's off-road emissions given the variation in off-road transport uses across the country.
- In the Community Carbon Footprint, recreational marine fuel usage is included in 'off-road transport' due to the lack of data able to separate this marine fuel consumption from other on-land fuel consumption. This recreational marine fuel is estimated and included in 'off-road transport' here for consistency.

Marine freight transport, air travel, and rail

- These emissions sources have not been broken down further in this assessment.

¹ <https://www.nzta.govt.nz/assets/Highways-Information-Portal/Technical-disciplines/Air-quality/Planning-and-assessment/Vehicle-emissions-prediction-model/VEPM-6.3-technical-report-2022.pdf>

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3.0 Transport Emissions Summary

The paragraphs, figures and tables below outline Dunedin greenhouse gas emissions from transport. During the 2021/22 reporting period, transport in Dunedin emitted 517,379 tCO₂e, representing 34% of Dunedin's total gross emissions.

On-road transport is the largest contributor to Transport emissions, representing 56% of Transport emissions and 19% of Dunedin total gross emissions. This is followed by marine transport (all relating to marine freight) and off-road transport.

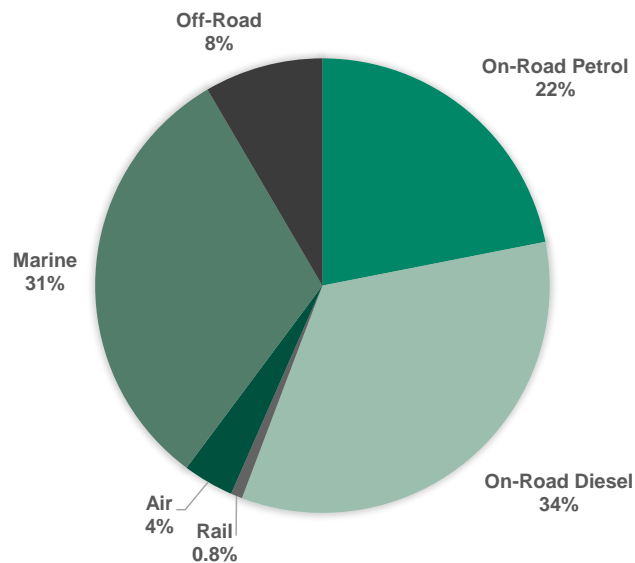


Figure 1 Dunedin – transport emissions (tCO₂e)

4.0 On-Road Transport Emissions Breakdown

On-road transport emissions are those relating to cars, commercial vehicles (including utes, trucks, and large commercial vehicles), and buses on-roads.

Table 1 and Figure 2 detail on-road transport emissions per vehicle category. The results show that cars in Dunedin tend to be fuelled by petrol while Commercial Vehicles and Buses almost exclusively use diesel.

Low emission Electric Vehicle (EV) use is currently low within the Dunedin resulting in an extremely small contribution to on-road transport emissions (68 tCO₂e). Note that sales and use of electric vehicles have likely increased since 2019 (the most recent year available for the dataset used), however emissions will likely still represent an extremely small contribution to on-road transport emissions.

In Dunedin, the largest contributor to on-road transport emissions are commercial vehicles, representing 49% of on-road transport emissions, and 9% percent of Dunedin's total gross emissions. Cars represent 48% of on-road transport emissions, and 9% percent of Dunedin total gross emissions. A further breakdown of commercial vehicle types is provided below.

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Table 1 On-road transport emissions by vehicle type and fuel type (tCO₂e)

Vehicle Type	Petrol	Diesel	Electric	Total	% of Total
Cars	106,609	32,119	65	138,792	48%
Commercial Vehicles	6,753	135,976	1	142,729	49%
Buses	-	7,054	3	7,057	2%
Total	113,362	175,149	68	288,578	100%
% of Total	39%	61%	0.02%		

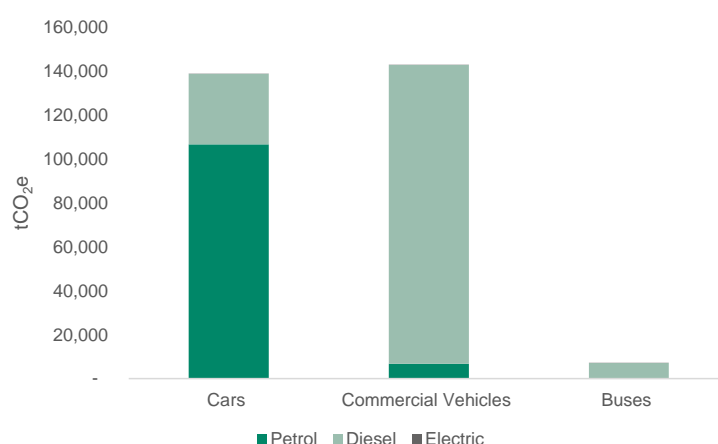


Figure 2 On-road transport emissions by vehicle type and fuel type

In Dunedin, 77% of total car emissions are from petrol, while commercial vehicles are primarily diesel (95% of total commercial vehicle emissions). Buses are almost mostly diesel fuelled and contribute 2% of total vehicle emissions to the city. The busses category includes all busses including public transport, school busses, and private commercial busses (including tourist coaches).

Emissions from these vehicle types can be broken down further by vehicle class. Table 2 and Figure 3 detail on-road transport emissions per vehicle class.

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Table 2 On-road transport emissions by vehicle class (tCO₂e)

Vehicle Class	GHG Emissions (tCO ₂ e)	% of Total
Cars	138,792	48%
Light Commercial Vehicles <3.5 Tonne	90,003	31%
Heavy Vehicles 3.5-25 Tonne	11,110	4%
Heavy Vehicles 25-50+ Tonne	41,616	14%
Bus Urban 15-18 Tonne	6,408	2%
Bus Coach >18 Tonne	648	<1%
Total	288,578	100%

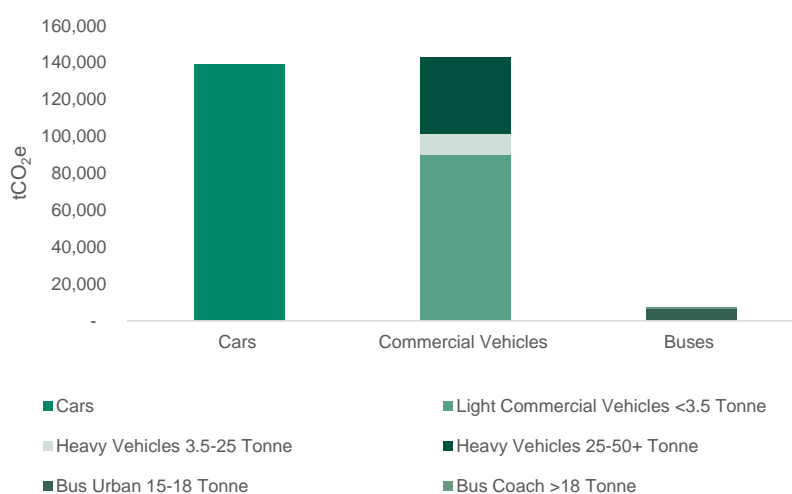


Figure 3 On-road transport emissions by vehicle class

Alongside total transport emissions, we can also look at emissions compared to distance travelled by different vehicle types. Table 3 shows the emissions per vehicle class as above but also includes the Vehicle Kilometres Travelled (VKT) by each vehicle class in Dunedin and shows the average GHG emissions per VKT for each vehicle class. The average GHG emissions per VKT figure was calculated from the distance travelled (as per the Waka Kotahi data) and reported emissions (calculated from fuel sales and broken-down using Waka Kotahi emissions data).

Cars represent 73% of all VKT in Dunedin but represent 48% of all on-road emissions in Dunedin. This is due to the relatively low average tCO₂e per VKT of cars compared to heavier vehicles (which is also partly due to the use of petrol rather than diesel for cars). Despite 25-50+ tonne heavy vehicles representing 4% of all VKT in Dunedin these vehicles represent 14% of all on-road emissions in Dunedin. It is important to note that these figures do not take into account the weight of freight, or the number of people, being moved per vehicle, where larger vehicles may be more efficient per tonne of freight moved than smaller vehicles, or where busses may be more efficient per person than cars.

Efforts to reduce the kilometres travelled by all vehicles should be considered to reduce emissions from on-road transport. This could include enabling and encouraging increased public transport use or diverting freight from roads onto rail and marine transport options. Efforts to improve the fuel efficiency of all vehicles should also be considered.

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Table 3 On-road transport vehicle class VKT, emissions, and calculated average emissions per VKT

Vehicle Type	Vehicle Kilometres Travelled (VKT)	GHG Emissions (tCO ₂ e)	Average tCO ₂ e per VKT
Cars	679,216,121	138,792	0.0002
Light Commercial Vehicles <3.5 Tonne	183,069,239	90,003	0.0005
Heavy Vehicles 3.5-25 Tonne	20,642,365	11,110	0.0005
Heavy Vehicles 25-50+ Tonne	38,422,659	41,616	0.0011
Bus Urban 15-18 Tonne	5,371,689	6,408	0.0012
Bus Coach >18 Tonne	809,998	648	0.0008
Total	927,532,071	288,578	

5.0 Off-Road Transport Emissions Breakdown

The off-road transport emissions breakdown by sector is presented in Table 4 and Figure 4. The total off-road petrol and diesel figures are based on the Community Carbon Footprint for Dunedin. These totals have then been allocated to sectors based on the *Off-road liquid fuel insights- Quantifying off-road diesel and petrol use in New Zealand*, July 2021 produced by the Energy Efficiency and Conservation Authority (EECA). It is important to note that the EECA figures used are from 2019 and are based on values for the entirety of New Zealand and are therefore not specific to uses of off-road transport fuels in Dunedin.

The allocation of petrol and diesel to these sectors should be used for context only as they are not robustly reflective of fuel use in Dunedin.

Diesel is the predominant fuel for off-road transport use, representing 95% of off-road transport emissions. Nationally, agriculture is the highest producing sector for off-road transport emissions, producing 27% of all off-road transport emissions. The next largest off-road transport producing sectors are building and construction, commercial, and industrial uses. These figures would likely be significantly different if data for Dunedin was available.

Table 4 Off-road transport emissions by sector type and fuel type (tCO₂e)

Sector Type	Diesel	Petrol	Total	% of Total
Agriculture	11,535	162	11,697	27%
Fishing & Hunting	1,799	1	1,800	4%
Forestry & Logging	3,089	0	3,089	7%
Building & Construction	7,546	1	7,547	17%
Mining	3,206	-	3,206	7%
Industrial	5,513	9	5,522	13%
Commercial	5,826	103	5,929	14%
Recreational marine	1,955	1,886	3,841	9%
Marina Refuelling Stations	1,017	25	1,041	2%
Total	41,485	2,189	43,674	
% of Total	95%	5%	-	

Revision – 21-Dec-2022

AECOM
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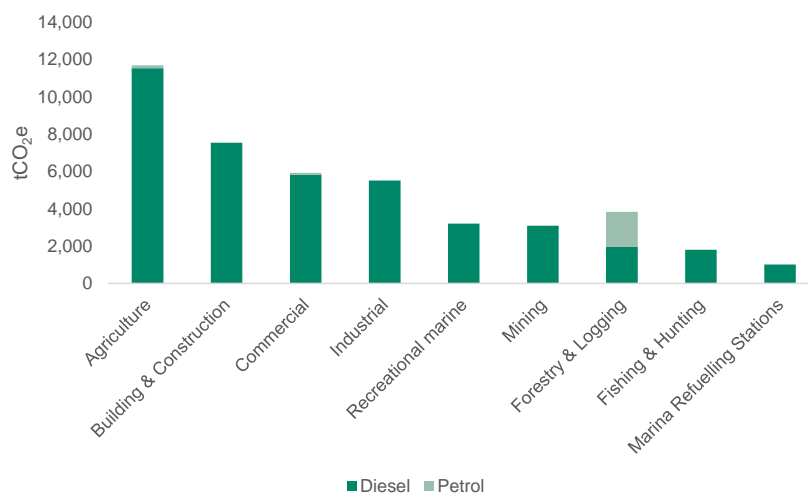


Figure 4 Off-road transport emissions by sector type and fuel type (tCO₂e)

Revision – 21-Dec-2022

LOCAL ELECTIONS - SUBMISSION TO 2022 LOCAL ELECTIONS INQUIRY

Department: Civic and Corporate Policy

EXECUTIVE SUMMARY

- 1 This report seeks consideration and approval of a draft submission (Attachment A) to the Justice Committee's Inquiry into the 2022 Local Elections.

RECOMMENDATIONS

That the Council:

- a) **Approves** the draft Dunedin City Council Submission, with any amendments, to the Inquiry into the 2022 Local Elections
- b) **Authorises** the Mayor or his delegate to speak to the submission at Select Committee hearings
- c) **Authorises** the Chief Executive to make any minor editorial amendments to the submission

BACKGROUND

- 2 Following local elections, Government holds an inquiry into matters arising from the election. The inquiry investigates whether there are changes needed to law or administrative process.
- 3 The Justice Select Committee is seeking submissions from the public on its inquiry into the 2022 local elections.
- 4 The terms of reference for the inquiry include examining the law and administrative procedures for the conduct of the 2022 local elections, with particular reference to:
 - Low voter turnout
 - The provision of election services by private organisations, with particular reference to:
 - Special voting
 - Provision of ballot papers
 - Complaint processes
 - Accountability for local elections

- Postal voting (including security of ballots and whether postal voting is an effective method of receiving votes)
 - The age of eligible voters (with reference to lowering the age of eligible voters to 16 years)
- 5 The report of the 2019 local elections inquiry recommended, among other things, to the House of Representatives:
- The running of local elections be centralised and the responsibility of the Electoral Commission
 - The Local Electoral Act 2001 be reviewed and aligned with parliamentary elections
 - The Government consult with local authorities on what voting system should be used for all local elections
 - The Government consider requiring a single organisation such as the Electoral Commission, investigate and resolve complaints about conduct in local elections.
- 6 The closing date for submissions is 14 February 2023

DISCUSSION

- 7 The DCC is responsible for the delivery of local elections in Ōtepoti Dunedin as per the Local Electoral Act 2002. The DCC did contract responsibilities out to Electionz.com and Datam. This is standard practice. 76 of 78 Councils engage private contractors for the delivery of election responsibilities. The DCC retained many responsibilities including promotional activity, the provision of special voting, the Deputy Electoral Officer Role, the provision of pop-up booths across Ōtepoti Dunedin during the electoral period and the provision of secure voting bins across the City.
- 8 The submission was informed by:
- the DCC's experience facilitating the local elections in Ōtepoti Dunedin
 - Taituarā's draft submission
 - the terms of reference of the inquiry
 - previous DCC submissions.
- 9 The DCC submission highlights:
- Voter turnout and central Government working with local government to improve turnout
 - The need for greater civics education to improve turnout and participation
 - The DCC's experience with private contractors
 - The need for central and local government to work together if Parliament amended the Local Government Act 2002 to centralise functions of the central election.

- Technical changes that would provide cost saving and smoother process in the local election

OPTIONS

Option One – Recommended Option – Approve the draft submission to the Justice Select Committee to its inquiry into the 2022 Local Elections

- 10 Approve the draft Dunedin City Council Submission to the Justice Select Committee on its inquiry into the 2022 Local Election, subject to any amendment.

Advantages

- Enables the DCC to contribute to the conversation with Government about future responsibilities and roles in relation to running local elections.
- An opportunity to engage with Government about the process which enables democratic local decision making, in alignment with the purpose of local government as outlined in the Local Government Act 2002.

Disadvantages

- There are no identified disadvantages

Option Two – Do not approve the draft submission to the Justice Select Committee to its inquiry into the 2022 Local Elections

- 11 Do not approve the draft Dunedin City Council Submission to the Justice Select Committee on its inquiry into the 2022 Local Election.

Advantages

- There are no identified advantages

Disadvantages

- Missed opportunity for the DCC to contribute to the conversation with Government about future responsibilities and roles in relation to running local elections.
- Missed opportunity to engage with Government about the process which enables democratic local decision making, in alignment with the purpose of local government as outlined in the Local Government Act 2002.

NEXT STEPS

- 12 If the submission is approved staff will submit it, with any amendments, to the Clerk of the Justice Committee.

Signatories

Author:	Clare Sullivan - Deputy Electoral Officer Gina Huakau - Corporate Policy Manager
Authoriser:	Jeanette Wikaira - Manahautū (General Manager Māori Partnerships and Policy)

Attachments

	Title	Page
Download	DCC Submission to inquiry into 2022 local elections	120

SUMMARY OF CONSIDERATIONS

Fit with purpose of Local Government

This decision enables democratic local decision making and action by, and on behalf of communities. This decision promotes the social well-being of communities in the present and for the future.

Fit with strategic framework

	Contributes	Detracts	Not applicable
Social Wellbeing Strategy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Economic Development Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Environment Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Arts and Culture Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3 Waters Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Spatial Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Integrated Transport Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks and Recreation Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other strategic projects/policies/plans	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

This submission is in alignment with the DCC's Dunedin's Social Wellbeing Strategy and its strategic direction Connected People.

Māori Impact Statement

Māori have substantial interest in the outcomes of elections. However, Māori are overrepresented in the non-voting population and underrepresented in elected positions across New Zealand.

The Local Government Electoral Legislation Bill, outside of the scope of this inquiry, is instating a process that would aim to encourage equitable Māori representation in local government.

Sustainability

There are no implications for sustainability.

LTP/Annual Plan / Financial Strategy /Infrastructure Strategy

There are no implications for these documents.

Financial considerations

There are no financial implications.

Significance

This decision has been assessed as low under the Council's Significance and Engagement Policy.

Engagement – external

There has been no external engagement.

Engagement - internal

The submission was drafted by the Corporate Policy Team in consultation with the Deputy Electoral Officer.

SUMMARY OF CONSIDERATIONS

Risks: Legal / Health and Safety etc.

No risks have been identified.

Conflict of Interest

No conflicts of interest have been identified.

Community Boards

The DCC submission is likely to be of interest to all Dunedin communities including those served by Community Boards.



30 January 2023

Justice Committee Secretariat
Justice Committee
Parliament Buildings
Wellington

By email: justice.submissions@parliament.govt.nz

Tēnā koe,

DUNEDIN CITY COUNCIL SUBMISSION: INQUIRY INTO THE 2022 LOCAL ELECTIONS

1. The Dunedin City Council (DCC) appreciates the opportunity to submit on the Justice Committee's Inquiry into the 2022 Local Election (the Inquiry).
2. The DCC has made observations and recommendations in response to the Inquiry, which are detailed in this submission.

Voter Turnout in Ōtepoti Dunedin has remained stable

3. The DCC delivered the 2022 Local Election with a voter turnout of 49.6 percent including special votes. Ōtepoti Dunedin has seen a steady increase in turnout during local elections since 2016.¹
4. The DCC supports initiatives that reduce barriers to participation in local democracy. This includes continued collaboration between central and local government in promoting participation in local elections.
5. The DCC notes that councils have extensive knowledge of their communities and can promote the local elections effectively. However, central government have greater resources to promote the election.

Any change in voter age should be complemented by investment in civics education

6. Were Parliament to amend the voting age, the DCC recommends improving civics education in secondary school to ensure young people have the institutional knowledge and confidence to meaningfully contribute to decision-making processes and to vote in local elections.
7. Ōtepoti Dunedin has a substantial youth population.² Youth turnout is consistently low across central and local elections. Research has shown that a perceived lack of good quality political

¹ [Dunedin City Council - E1 Local Government \(localcouncils.govt.nz\)](https://www.localcouncils.govt.nz/)

² The 2018 Census found the youth population of voting age in Dunedin (18-24) was 20,883 which represents 16.5% of Ōtepoti Dunedin's population.

information negatively impacts young people's decision to vote. Civics education can improve access to information for young people.³

The DCC's experience with private contractors is mixed

8. The DCC contracted the role of Electoral Officer to provider electionz.com for the 2022 local election. All requirements were complied with.
9. The DCC retained many functions in-house including promotion of the election, the provision of special voting, and the role of Deputy Electoral Officer.
10. To assist in encouraging voter turnout, the DCC provided voting in person for special votes at its main office for the voting period, and in libraries within the DCC network and at Otago University and Otago Polytechnic on specific days over the voting period. The DCC provided secure voting bins at libraries, DCC service centres, Otago University, Otago Polytechnic, and supermarkets throughout the city for people to drop their completed votes off rather than returning them by post.

Postal voting is not as reliable as it has historically been

11. The DCC relied on NZ Post for the posting of voting papers to registered voters. The DCC received anecdotal evidence that the postal system was not as reliable or accessible as it has historically been, especially to younger voters.
12. Councils may provide booth voting for the provision of special votes. However, ballot booth voting for ordinary votes alongside postal voting presents challenges, as electoral staff would be required to produce duplicate voting papers. It is cost prohibitive for many Councils to offer expanded booth voting.
13. The DCC recommends that government explore the provision of alternative and secure voting methods for local elections, such as ballot booth locations or online voting. Alternative methods of voting must be appropriately resourced.

Centralisation of all local election functions is not plausible

14. The DCC submitted against the centralisation of local elections during the inquiry into the 2019 local elections. The DCC retains this position.
15. The DCC supports specific local election administration functions remaining with local government. However, the DCC acknowledges there are functions that may be best managed by a central authority. This could produce efficiency gains through economy of scale and greater standardisation.
16. The DCC reiterates that local government's extensive knowledge of their communities can be an advantage when promoting participation in elections.
17. The DCC notes that there are aspects of the local election process where ongoing local government involvement is required. The 78 Councils in New Zealand have different representation arrangements. Councillors or board members may be elected at large or through

³ Whitfield, K. D. M. (2021). Local government and youth voter turnout: Obstacles and solutions for Aotearoa New Zealand (Thesis, Doctor of Business Administration). University of Otago. Retrieved from <http://hdl.handle.net/10523/12096>

wards, Community Boards, and Māori wards. Taituarā noted in their submission to this committee that there can be over 100 combinations of voting documents in one local authority. The issuing of special voting papers, therefore, would be logistically challenging for any central authority to deliver effectively.

18. If centralisation of responsibility is to happen, the DCC believes that collaboration between local and central government will be essential.

Improvement can be achieved through technical amendments and standardisation

19. The DCC notes that greater standardisation, cost savings, and smoother processes can be achieved through amendment of local electoral legislation.
20. The DCC submits that the electoral system should be set centrally, through the regulation making power established by s139(1)(b) of the Local Electoral Act 2001. The DCC uses Single Transferrable Vote (STV) as the electoral system for Ōtepoti Dunedin's election. Research supports the view that STV promotes greater diversity of elected representatives. The DCC prefers the universal adoption of STV as an electoral system for local elections in New Zealand, as this will provide uniformity across elections.
21. The DCC supports the amending of the Local Electoral Regulations 2001 to ensure that candidates' names on ballot papers is set by random ordering. This will provide greater consistency of practice across Councils and reduce the impact of ordering effects. International literature has established a small impact on the outcome of elections by the ordering of candidates' names on ballot papers.
22. The DCC supports legislative amendment that would enable the electronic transmission of special voting papers while voters are overseas. This amendment would bring local electoral practice in line with general elections as per the Electoral Regulations 1996.
23. The DCC supports enabling Electoral Officers and other sworn staff to access the unpublished roll. The current settings act as a barrier to those on the unpublished roll voting in local elections as it relies on those voters contacting the relevant Electoral Officer. Personal safety for those on the electoral roll remains a priority. The consequences for a sworn staff member's breach of the Local Electoral Act 2001 include a fine of up to \$2000 in addition to potential employment consequences.

Conclusion

24. The DCC thanks you for the opportunity to submit on the Justice Committee's Inquiry into the 2022 Local Election. The DCC welcomes a collaborative approach between central and local government to address issues associated with voter participation, civic engagement, and the operation of local elections.
25. The DCC would welcome the opportunity to speak to this submission.

Yours faithfully
Jules Radich
Mayor of Dunedin

GAMBLING ACT 2003 - SUBMISSION ON PERFORMANCE-BASED CLASS 4 LICENSING

Department: Civic and Corporate Policy

EXECUTIVE SUMMARY

- 1 This report seeks approval of a draft Dunedin City Council (DCC) submission (Attachment A) to the Department of Internal Affairs (DIA). The DIA is reviewing various aspects of the class 4 licensing system, which is included in the Gambling Act 2003, to make sure it remains fit for purpose. Class 4 gambling covers any activity that uses a gaming machine outside of a casino. Its operation may only be by an incorporated society and only to raise money for authorised purposes.
- 2 The changes are part of the Government's steps towards better preventing and minimising gambling harm in Aotearoa New Zealand.
- 3 Submissions close on Tuesday 31 January 2023. The DCC has been granted an extension to the deadline until 7 February 2023, to give Council the opportunity to discuss the draft submission at this meeting.

RECOMMENDATIONS

That the Council:

- a) **Approves** the DCC submission, with any amendments, on "Performance-Based Class 4 Licensing".
- b) **Authorises** the Mayor or his delegate to speak to the submission at hearings.
- c) **Authorises** the Chief Executive to make any minor editorial amendments to the submission.

BACKGROUND

- 4 The first step towards the government's move to prevent and minimise gambling harm was the Reducing Pokies Harm initiative. The DCC submitted on this in April 2022.
- 5 The DCC's Gambling and TAB Venue Policy took effect on the 14th of April 2021. The Policy meets DCC's obligations under the Gambling Act 2003 and the Racing Industry Act 2020.
- 6 The DIA collects quarterly statistics on gambling venues across Territorial Authorities. As at 30 September 2022, Dunedin City had 27 venues operated by eight different societies. All venues

were 'non-club' (e.g. a tavern), operating a total of 388 electronic gaming machines and 39 jackpot machines across the venues.

DISCUSSION

- 7 The Department of Internal Affairs is reviewing various aspects of the Class 4 licensing system, which is included in the Gambling Act 2003, to make sure it remains fit for purpose.
- 8 The aim of the review of the Class 4 licensing system is to move towards a performance-based system. The DIA seeks to give operators a greater chance to show where they are implementing good practice, and to have that recognised by the DIA as the regulator.
- 9 As part of this, the DIA is revisiting the potential to issue licences of up to three years in duration, rather than for one year.
- 10 Previously, the DIA briefly implemented a different three-year licence regime. That system proved to be too complex in operation for many prospective applicants, and to be administered effectively. The new proposals cover some of the same areas, but aim to be more practicable for all parties while still encouraging high standards of practice.
- 11 The DIA's intention is not to create a separate application process for longer licences, but to add components relating to the proposed updates listed below. Applications will then be assessed which will help determine the length of licence that can be awarded.
- 12 Proposed updates to the licensing framework include:
 - due diligence regarding key persons in each gambling operation
 - greater transparency regarding individuals' interests, and management of conflicts of interest
 - assurance and evidence of how harm minimalization policies are being implemented in practice
 - targeted assessments of operating costs in comparison to the returns made to authorised purposes
 - grants processes and due diligence
 - organisational governance.
- 13 The DCC submission supports the direction that the DIA is taking by strengthening the regulations to reduce harm caused by problem gambling.
- 14 The submission reiterates the DCC's resolution to lobby for a more sustainable model of funding for community organisations to replace the reliance on gambling proceeds, which is an outcome of the review of the Gambling and TAB Venue Policy undertaken in 2021.
- 15 This submission is in alignment with Council's Dunedin's Social Wellbeing Strategy and its strategic directions of vibrant and cohesive communities, and safe and healthy people.

OPTIONS

Option One – Recommended Option

16 Approve the draft DCC submission to the DIA on the options, with any agreed amendments.

Advantages

- Opportunity to show support for the DIA's efforts to reducing harm caused by problem gambling.
- Opportunity to publicly reiterate DCC's policy and commitment to the wellbeing of the people of Dunedin.

Disadvantages

- There are no disadvantages identified for this option.

Option Two – Status Quo

17 Do not approve the DCC submission to DIA on the options.

Advantages

- There are no identified advantages for this option.

Disadvantages

- Missed opportunity to show the support for the DIA's efforts to reducing harm caused by problem gambling.
- Missed opportunity to publicly reiterate DCC's policy and commitment to the wellbeing of the people of Dunedin.

NEXT STEPS

18 If the Council approves the draft submission, it will be sent to the DIA for consideration.

19 Staff will follow the Government's reform programme and provide an update to the DCC's Executive Leadership Team about any further legislative proposals by the Government in the gambling system.

Signatories

Author:	Kevin Mechen - Secretary, District Licensing Committee Gina Huakau - Corporate Policy Manager
Authoriser:	Jeanette Wikaira - Manahautū (General Manager Māori Partnerships and Policy)

Attachments

	Title	Page
⬇A	DCC Submission on proposals under development for Performance-based Class 4 Licensing	128

SUMMARY OF CONSIDERATIONS

Fit with purpose of Local Government

The decision to submit enables action on behalf of communities and promotes the social and economic wellbeing of communities in the present and for the future.

Fit with strategic framework

	Contributes	Detracts	Not applicable
Social Wellbeing Strategy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Economic Development Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Environment Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Arts and Culture Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3 Waters Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Spatial Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Integrated Transport Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks and Recreation Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other strategic projects/policies/plans	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

This submission is in alignment with Council's Dunedin's Social Wellbeing Strategy and its strategic directions of vibrant and cohesive communities, and safe and healthy people. The Submission is also in alignment with the DCC's Gambling and TAB Venue Policy.

Māori Impact Statement

Organisations representing Māori were part of the community engagement to develop the DCC's Gambling and TAB Venue Policy. Harm from problem gambling disproportionately impacts Māori. Results from the Health Promotions Agency 2018 Health and Lifestyles Survey showed that 38% of Māori pokie players experienced gambling harm, whereas 12% of non-Māori pokie players experienced gambling harm. By reducing harm from problem gambling, the Crown are more effectively meeting their obligations under the Treaty of Waitangi. Article Two of the Treaty of Waitangi guarantees Māori authority over their taonga, including their hauora (health).

Sustainability

There are no implications for sustainability.

LTP/Annual Plan / Financial Strategy /Infrastructure Strategy

There are no implications for current levels of service and/or performance measures.

Financial considerations

There are no financial implications.

Significance

This decision is considered low in terms of the Council's Significance and Engagement Policy.

Engagement – external

Due to timeframes there has been no external engagement in the preparation of this submission.

Engagement - internal

The submission has been prepared by Corporate Policy in consultation with the Alcohol Drug Gambling Advisor.

Risks: Legal / Health and Safety etc.

There are no identified risks.

Conflict of Interest

There is no conflict of interest.

Community Boards

There are no implications for Community Boards.



7 February 2023

Gambling Regulator
Department of Internal Affairs
PO Box 805
WELLINGTON 6140

By email: gambling@dia.govt.nz

Tēnā koutou

DCC SUBMISSION ON PROPOSALS UNDER DEVELOPMENT FOR PERFORMANCE-BASED CLASS 4 LICENSING

Introduction

1. The Dunedin City Council (DCC) welcomes the opportunity to provide feedback to the Gambling Regulator at the Department of Internal Affairs on proposals under development for performance-based class 4 licensing.

Submission

2. The DCC supports changes to implement a more effective regime for gambling and TAB venues through regulatory changes.
3. The DCC supports the following proposals in the performance-based class 4 licensing discussion document if they contribute to the reduction of harm from problem gambling, and to refresh aspects of the Gambling Act 2003 to ensure it remains fit for purpose:
 - due diligence regarding key persons in each gambling operation
 - greater transparency regarding individuals' interests, and management of conflicts of interest
 - assurance and evidence of how harm minimisation policies are being implemented in practice
 - targeted assessments of operating costs in comparison to the returns made to authorised purposes
 - grants processes and due diligence
 - organisational governance.
4. In making this submission, the DCC notes its 2021 review of its Gambling and TAB Venue Policy. This Policy states that the DCC will not grant consent for the establishment of any new Class 4 gambling venues, or for an increase in numbers of electronic gaming machines within these venues.
5. As part of the Gambling and TAB Venue Policy review, the DCC resolved to lobby for a more sustainable model of funding for community organisations, to replace the reliance

50 The Octagon | PO Box 5045 | Dunedin 9054, New Zealand | T 03 477 4000 | E dcc@dcc.govt.nz | www.dunedin.govt.nz

 [DunedinCityCouncil](https://www.facebook.com/DunedinCityCouncil)  [@DnCityCouncil](https://twitter.com/DnCityCouncil)

on gambling proceeds. While this is the Council's preference, it also supports changes that will prevent and minimise harm through gambling.

6. Key themes from submitters to the DCC's Gambling and TAB Venue Policy review include concern at gambling related harm in the community, and the reliance of community organisations on the proceeds of gambling, particularly sports groups.
7. The proposed changes to the Class 4 licensing system align with the strategic direction for vibrant and cohesive communities and for healthy and safe people set out in the DCC's Dunedin's Social Wellbeing Strategy 2013-2023.
8. The DCC is committed to the principles of the Treaty of Waitangi and to working in partnership with mana whenua and maata waka. Its view is that consistently successful engagement with iwi Māori results in better decision making, more robust and lasting solutions and more engaged people and communities.
9. The DCC supports reducing harm from gambling as an important avenue to better improve outcomes for Māori. Māori are disproportionately impacted by gambling harm. Article Two of the Treaty of Waitangi guarantees Māori authority over their taonga, including their hauora. The inequity that Māori experience currently should be a focus of the government's efforts to reduce the harm posed by gambling.

Conclusion

10. The DCC is pleased to submit in overall support of the proposals under development.

Yours faithfully

Jules Radich
Mayor of Dunedin

SALE AND SUPPLY OF ALCOHOL (COMMUNITY PARTICIPATION) - SUBMISSION ON THE AMENDMENT BILL

Department: Civic and Corporate Policy

EXECUTIVE SUMMARY

- 1 This report seeks approval of a draft Dunedin City Council (DCC) submission (Attachment A) to the Government's Justice Committee on the Sale and Supply of Alcohol (Community Participation) Amendment Bill (the Bill). The Bill aims to improve communities' ability to influence alcohol regulation in their area by making targeted changes to the alcohol licensing process provided for in the Sale and Supply of Alcohol Act 2012.
- 2 The Bill will remove the ability to appeal Local Alcohol Policies (LAPs), and make changes to the public's ability to object to a new or renewed license application and how objectors can make their case at a licensing hearing.
- 3 Submissions close on 12 February 2023.

RECOMMENDATIONS

That the Council:

- a) **Approves** the DCC submission, with any amendments, on the "Sale and Supply of Alcohol (Community Participation) Amendment Bill.
- b) **Authorises** the Mayor or his delegate to speak to the submission at hearings.
- c) **Authorises** the Chief Executive to make any minor editorial amendments to the submission.

BACKGROUND

- 4 The DCC has had a Local Alcohol Policy (LAP) in place since February 2019, which was developed after engagement with communities and businesses. A review has been scheduled for 2024, to reflect any changes from this new legislation.
- 5 The Dunedin LAP seeks to balance the statutory requirements and object of the Sale and Supply of Alcohol Act (the Act), while meeting the reasonable needs of residents and businesses, and the city's desire to support vibrant, sustainable and resilient communities.
- 6 The LAP and the Act inform the DCC's approach to alcohol licensing, which is overseen by the District Licensing Committee (DLC).

- 7 Membership of the DLC currently comprises of two Commissioners, a Deputy Chairperson, and four Community members. Two of the DLC members are Councillors.
- 8 In its LAP, the DCC notes the local context and the challenges arising from its unique geography and its demographics, including:
 - a compact urban core with a high proportion of licensed premises clustered around the Octagon
 - as the second largest city by land area in Aotearoa New Zealand, licensed premises serve an important social function in smaller suburban and rural centres
 - as a tertiary education hub, there are proportionately more 15-24 year olds, many arriving in Dunedin when they reach the legal age to purchase alcohol (18 years)
 - student accommodation is clustered in the North Dunedin area, housing young people at the age when they want to socialise with others, and with student parties also attracting non-students to the area.
- 9 The Ministry of Health's key results from the 2020/21 New Zealand Health Survey show that hazardous drinking is highest among 18 to 24 year-olds who drink alcohol, with 34.9% deemed as hazardous drinkers. Hazardous drinking is defined by Alcohol Healthwatch as '*an established alcohol drinking pattern that carries a risk of harming the drinker's physical or mental health, or having harmful social effects on the drinker or others*'. Since 2018, hazardous drinking has increased among 15 to 17 year-olds from 6.7% to 11.8%.

DISCUSSION

- 10 The Bill seeks to address discrepancies between how businesses are able to influence LAPs in comparison with communities. Businesses, such as supermarkets and bottle stores, will still be able to influence LAPs in the same way that any other persons or groups can, through the Council's consultation process.
- 11 In response to stakeholder feedback that the hearings process could be intimidating or leave objectors feeling harassed when under cross-examination by applicants' legal representatives, the Bill removes the ability to cross-examine at licensing committee hearings.
- 12 The Bill also includes changes that require licensing committees to establish appropriate procedures to avoid unnecessary familiarity, and do not permit parties or their representatives to question other parties or witness of other parties.
- 13 To increase accessibility to licensing committee hearings, the Bill makes changes to allow part or all of hearings of a matter to be conducted by telephone, audiovisual link, or other remote access. This is in response to barriers being identified in allowing individuals or community representatives to participate in meetings, such as childcare commitments or having to take time off work to attend.
- 14 The Bill recognises the discrepancies in outcomes between communities and businesses when lodging objections to licenses, and the domination of the licensing process by businesses with vested interests in the outcome. Sections of the existing Sale and Supply of Alcohol Act 2012 relating to the objection of granting or renewing a license will be replaced so that:

- any person may object (as an individual or group representative)
- a person who is a trade competitor of the applicant may only object only if they are directly affected by the application in a way that does not relate to trade competition or its effects.

12 The DCC submission notes that there is no reference to the Treaty of Waitangi in the Bill, and that Māori are disproportionately impacted by alcohol harm. Article Two of the Treaty of Waitangi guarantees Māori authority over their taonga, including their hauora (health). The DCC submission urges that the Treaty of Waitangi be included in any revised legislation.

OPTIONS

Option One – Recommended Option

15 Approve the draft DCC submission to the Justice Committee on the options, with any agreed amendments.

Advantages

- Opportunity to participate in the decision making process around alcohol regulation.
- Opportunity to demonstrate the importance of community engagement in the alcohol regulation process.
- Opportunity to demonstrate DCC's commitment to the wellbeing of the people of Dunedin.

Disadvantages

- There are no disadvantages identified for this option.

Option Two – Status Quo

16 Do not approve the draft submission

Advantages

- There are no advantages identified for this option.

Disadvantages

- Missed opportunity to participate in the decision making process around alcohol regulation.
- Missed opportunity to demonstrate the importance of community engagement in the alcohol regulation process.
- Missed opportunity to demonstrate DCC's commitment to the wellbeing of the people of Dunedin.

NEXT STEPS

- 17 If Council approves the draft submission, it will be sent to the Justice Committee for consideration
- 18 DCC staff will follow the Government's reform programme and provide an update to the DCC's Executive Leadership Team about any further legislative proposals by the Government to the sale and supply of alcohol.

Signatories

Author:	Kevin Mechen - Secretary, District Licensing Committee Gina Huakau - Corporate Policy Manager
Authoriser:	Jeanette Wikaira - Manahautū (General Manager Māori Partnerships and Policy)

Attachments

	Title	Page
↓A	DCC Submission on Sale and Supply of Alcohol (Community Participation) Amendment Bill	136

SUMMARY OF CONSIDERATIONS

Fit with purpose of Local Government

The decision to submit enables action on behalf of communities and promotes the social and economic wellbeing of communities in the present and for the future.

Fit with strategic framework

	Contributes	Detracts	Not applicable
Social Wellbeing Strategy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Economic Development Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Environment Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Arts and Culture Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3 Waters Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Spatial Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Integrated Transport Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks and Recreation Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other strategic projects/policies/plans	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

This submission is in alignment with the DCC's Dunedin's Social Wellbeing Strategy and its strategic directions of vibrant and cohesive communities, and safe and healthy people. The Submission is also in alignment with the DCC's provisional Local Alcohol Policy.

Māori Impact Statement

The Ministry of Health's key results from the 2020/21 New Zealand Health Survey show that the proportion of Māori who drink is roughly the same as the general population. Of people who drank alcohol in that period, 50% of Māori men, and 32% of Māori women reported drinking hazardously, compared with 34% of European men and 16% of European women. By reducing harm from alcohol, the Crown are more effectively meeting their obligations under the Treaty of Waitangi. Article Two of the Treaty of Waitangi guarantees Māori authority over their taonga, including their hauora (health).

Sustainability

There are no implications for sustainability.

LTP/Annual Plan / Financial Strategy /Infrastructure Strategy

There are no implications for current levels of service and/or performance measures.

Financial considerations

There are no financial implications

Significance

This decision is considered of low significance in terms of the Council's Significance and Engagement Policy.

Engagement – external

Due to timeframes there has been no external engagement in the preparation of this submission.

Engagement - internal

The submission has been prepared by Corporate Policy in consultation with the Alcohol Drug Gambling Advisor.

SUMMARY OF CONSIDERATIONS

Risks: Legal / Health and Safety etc.

There are no identified risks.

Conflict of Interest

There is no conflict of interest.

Community Boards

There are no implications for Community Boards.



12 February 2023

Committee Secretariat
Justice Committee
Parliament Buildings
WELLINGTON

By email: justice.submissions@parliament.govt.nz

Tēnā koutou

**DCC SUBMISSION ON SALE AND SUPPLY OF ALCOHOL (COMMUNITY PARTICIPATION)
AMENDMENT BILL**

Introduction

1. The Dunedin City Council (DCC) welcomes the opportunity to submit on the Sale and Supply of Alcohol (Community Participation) Amendment Bill (the Bill).

Submission

2. The DCC supports changes proposed in the Bill that:
 - enhance community participation in the alcohol licensing process
 - ensure the sale, supply and consumption of alcohol is undertaken safely and responsibly
 - minimise the harm caused by the excessive or inappropriate consumption of alcohol
 - improve the effectiveness and efficiency of decision-making processes
 - meet the obligations of the Treaty of Waitangi.
3. The DCC has had a LAP in place since 2019. It supports proposed changes that enable communities to set their own rules to reduce alcohol harm, and which reflect the specific characteristics and challenges of different communities.
4. In its LAP, the DCC notes local context and the challenges arising from its unique geography and its demographics, including:
 - a compact urban core with a high proportion of licensed premises clustered around the Octagon
 - as the second largest city by land area in Aotearoa New Zealand, licensed premises serve an important social function in smaller suburban and rural centres
 - as a tertiary education hub, there are proportionately more 15-24 year olds, many arriving in Dunedin when they reach the legal age to purchase alcohol (18 years)

50 The Octagon | PO Box 5045 | Dunedin 9054, New Zealand | T 03 477 4000 | E dcc@dcc.govt.nz | www.dunedin.govt.nz

 [DunedinCityCouncil](https://www.facebook.com/DunedinCityCouncil)  [@DnCityCouncil](https://twitter.com/DnCityCouncil)

- student accommodation is clustered in the North Dunedin area, housing young people at the age when they want to socialise with others, and with student parties also attracting non-students to the area.
5. The DCC supports changes that reduce discrepancies in outcomes between communities and businesses when lodging objections to license granting and renewals, that is: any person may object (as an individual or group representative) and a person who is a trade competitor of the applicant may only object only if they are directly affected by the application in a way that does not relate to trade competition or its effects.
 6. The DCC supports changes to the licensing hearing process that make the process more welcoming and accessible for community members and representatives, such as removing cross-examination, unnecessary formality at hearings, and flexibility around how people can participate (e.g. by telephone).
 7. The proposed changes in the Bill align with the DCC's Dunedin's Social Wellbeing Strategy 2013-2023, and its strategic direction for vibrant and cohesive communities, and for healthy and safe people.
 8. The DCC is committed to the principles of the Treaty of Waitangi and to working in partnership with mana whenua and maata waka. Its view is that consistently successful engagement with iwi Māori results in better decision making, more robust and lasting solutions and more engaged people and communities.
 9. The DCC sees reducing harm from hazardous drinking as an important avenue to better improve outcomes for Māori. Māori are disproportionately impacted by alcohol harm. Article Two of the Treaty of Waitangi guarantees Māori authority over their taonga, including their hauora (health). The inequity that Māori experience currently, should be a focus of the government's efforts to reduce harm caused by hazardous drinking.
 10. The DCC is concerned that there is no reference to the Treaty of Waitangi in the Bill, and urges the Justice Committee to remedy this in the draft legislation.

Conclusion

11. The DCC is pleased to submit in overall support of the amendments to the Bill.

Yours faithfully

Jules Radich

Mayor of Dunedin

FINANCIAL RESULT - PERIOD ENDED 30 NOVEMBER 2022

Department: Finance

EXECUTIVE SUMMARY

- 1 This report provides the financial results for the period ended 30 November 2022 and the financial position as at that date.
- 2 As this is an administrative report only, there are no options or Summary of Considerations.

\$ Million	Actual	Budget	Variance		Last Year
Revenue	149.039	145.716	3.323	F	134.260
Expenditure	171.056	155.826	(15.230)	U	141.728
Net Surplus/(Deficit) excluding Waipori	(22.017)	(10.110)	(11.907)	U	(7.468)
Waipori Fund Net	2.138	1.404	0.734	F	0.923
Net Surplus/(Deficit) including Waipori	(19.879)	(8.706)	(11.173)	U	(6.545)
Capital Expenditure	87.780	69.838	(17.942)		46.614
Debt					
Short Term Borrowings	66.000	46.000	(20.000)	U	26.800
Term Loans	334.273	334.273	-		271.973
Total Debt	400.273	380.273	(20.000)	U	298.773

RECOMMENDATIONS

That Council:

- a) **Notes** the Financial Performance for the period ended 30 November 2022 and the Financial Position as at that date.

BACKGROUND

- 3 This report provides the financial statements for the period ended 30 November 2022. It includes reports on financial performance, financial position, cashflows and capital expenditure. The operating result is also shown by group, including analysis by revenue and expenditure type.

DISCUSSION

- 4 Revenue was \$149.039 million for the period or \$3.323 million greater than budget. This was primarily due to unbudgeted government grants for Economic Development, as well as increased revenue for Aquatic Services and cemetery fees, landfill revenue, and roading capital expenditure subsidies.
- 5 These favourable variances were partially offset by lower than expected revenue from parking operations, water sales and water reform project subsidy revenue.
- 6 Expenditure was \$171.056 million for the period or \$15.230 million greater than budget. Operational expenditure was greater than expected due to additional roading maintenance expenditure (see revenue above), property rental costs along with monies spent for government funded projects in Economic Development.
- 7 Depreciation expenditure was also higher than expected following asset revaluations as at 30 June 2022, impacting asset replacement cost (Three Waters and Transport). The level of uplift for Three Waters reflects a change in valuation methodology away from historical indexed costs to a fairer estimate of current replacement cost.
- 8 These unfavourable variances were partially offset by savings in personnel costs and delays for some project expenditure.
- 9 The Waipori Fund has seen a recovery in equity markets since the start of the financial year following a period of negative valuations due to uncertainty caused by recent current world events. There however continues to be negative valuations of fixed term investments however as wholesale interest rates continue to rise.
- 10 Capital expenditure was \$87.780 million for the period or 125.7% of the year-to-date budget (46.3% of the full year budget). Transportation and 3 Waters renewals expenditure continues to track ahead of budget with a number of large water and sewer renewal projects underway. The level of spend in other areas of the organisation reflected delays for some projects.

NEXT STEPS

- 11 Financial Result Reports continue be presented to future meetings of either the Finance and Council Controlled Organisation Committee or Council.

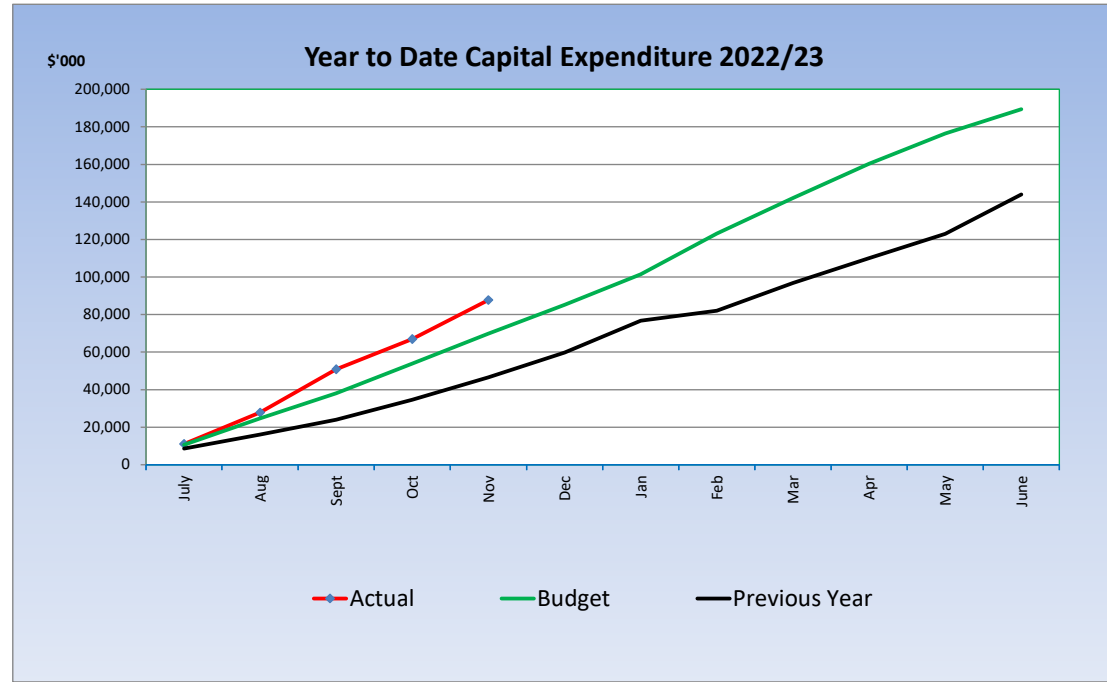
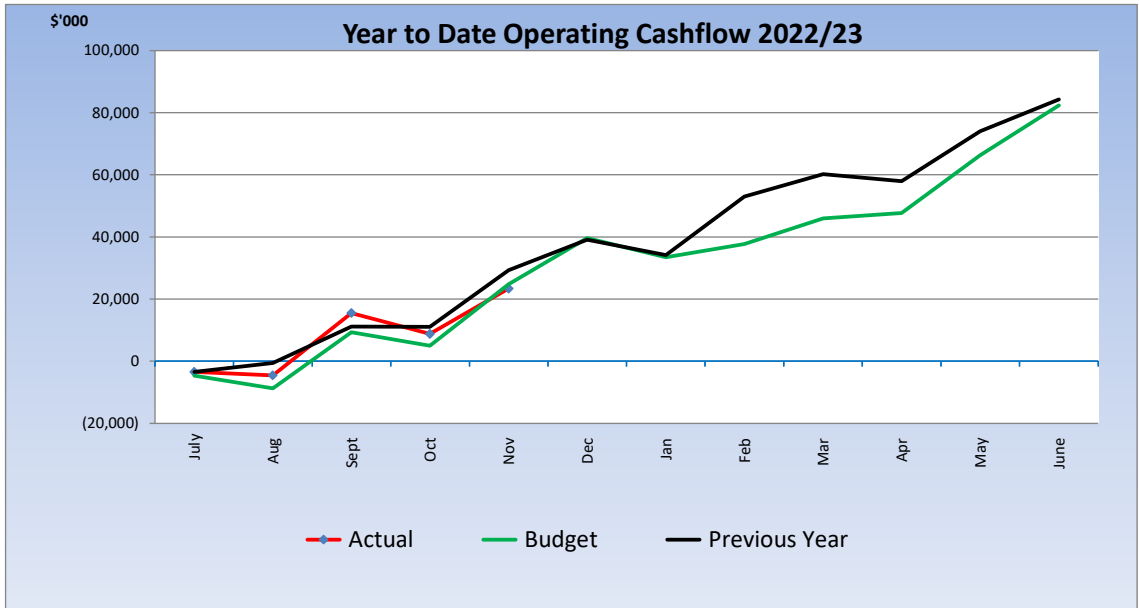
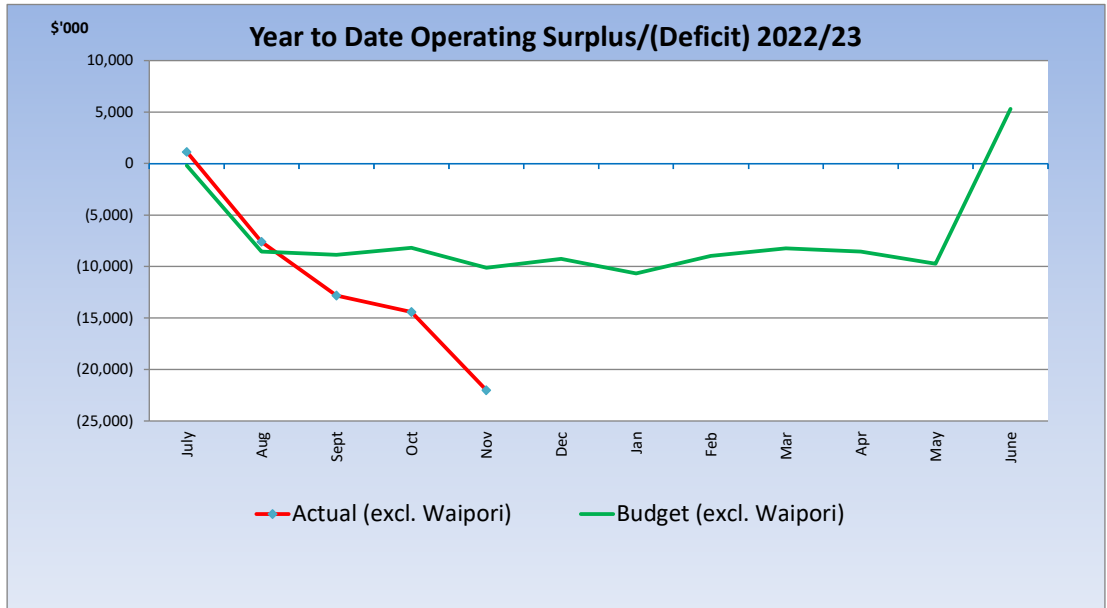
Signatories

Authoriser:	Gavin Logie - Chief Financial Officer
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Attachments


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DUNEDIN CITY COUNCIL
SUMMARY FINANCIAL INFORMATION AS AT 30 NOVEMBER 2022




Borrowing Metrics	Target		Actual	Budget
Interest as a % rates revenue	< 30%	*	6.9%	6.9%
Interest as a % total revenue	< 20%	*	4.2%	4.4%
Debt % annualised revenue	250.0% Max.		124.9%	118.2%


* represents the ability to fund interest costs from revenue

DUNEDIN CITY COUNCIL										
Statement of Financial Performance										
For the Period Ending 30 November 2022										
Amount : \$'000										
Mth Actual	Mth Budget	Mth Variance		Year to Date Actual	Year to Date Budget	Year to Date Variance	LY YTD Actual	LY Full Year Actual	Full Year Budget	
REVENUE										
15,488	15,489	1 U	Rates Revenue	82,344	82,347	3 U	74,619	179,556	190,767	
(5)	49	54 U	Rates Penalties	411	346	65 F	334	1,058	850	
6,286	5,920	366 F	Other Operating Revenue	31,753	31,065	688 F	29,406	82,618	79,413	
4,472	3,504	968 F	Grants	18,530	15,534	2,996 F	14,197	45,311	43,771	
157	316	159 U	Contributions	920	1,577	657 U	960	10,471	6,784	
3,019	2,969	50 F	Internal Revenue	15,081	14,847	234 F	14,744	35,264	35,633	
29,417	28,247	1,170 F	TOTAL REVENUE	149,039	145,716	3,323 F	134,260	354,278	357,218	
EXPENDITURE										
6,362	6,447	85 F	Personnel Costs	30,832	32,103	1,271 F	28,447	68,287	76,816	
6,694	6,274	420 U	Operations & Maintenance	34,796	32,362	2,434 U	29,638	75,022	76,624	
3,647	3,902	255 F	Occupancy Costs	17,145	16,433	712 U	15,360	28,217	30,059	
2,563	1,740	823 U	Consumables & General	10,035	9,762	273 U	8,888	27,708	22,781	
306	579	273 F	Grants & Subsidies	9,100	9,006	94 U	8,087	11,731	10,710	
3,017	2,969	48 U	Internal Charges	15,082	14,846	236 U	14,744	35,264	35,633	
13,237	7,122	6,115 U	Depreciation	48,405	35,607	12,798 U	33,219	81,351	85,595	
1,190	1,141	49 U	Interest	5,661	5,707	46 F	3,345	8,630	13,697	
37,016	30,174	6,842 U	TOTAL EXPENDITURE	171,056	155,826	15,230 U	141,728	336,210	351,915	
(7,599)	(1,927)	5,672 U	NET SURPLUS (DEFICIT) EXCLUDING WAIPORI	(22,017)	(10,110)	11,907 U	(7,468)	18,068	5,303	
65	281	216 U	Add Waipori Fund Net Operating Result	2,138	1,404	734 F	923	(4,568)	3,369	
(7,534)	(1,646)	5,888 U	NET SURPLUS (DEFICIT) INCLUDING WAIPORI	(19,879)	(8,706)	11,173 U	(6,545)	13,500	8,672	

DUNEDIN CITY COUNCIL Statement of Financial Position As at 30 November 2022 Amount : \$'000			 DUNEDIN kaunihera CITY COUNCIL a-rohe o Ōtepoti		
As at 30-Jun-22		As at 30-Nov-22	Budget 30-Nov-22 \$000s	Budget 30-Jun-23	As at 30-Nov-21 \$000s
Current Assets					
11,986	Cash and Deposits	8,348	13,167	8,330	9,106
23,293	Sundry Debtors	26,596	23,887	25,230	20,697
7,999	Short Term Investments	4,991	10,539	10,539	10,262
-	Assets held for Resale	-	-	-	694
322	Inventories	564	472	472	428
43,600	Total Current Assets	40,499	48,065	44,571	41,187
Non Current Assets					
324,147	Investments	331,628	326,788	330,009	330,582
5,112,763	Fixed Assets	5,151,992	3,647,374	3,803,117	3,500,641
5,436,910	Total Non Current Assets	5,483,620	3,974,162	4,133,126	3,831,223
5,480,510	TOTAL ASSETS	5,524,119	4,022,227	4,177,697	3,872,410
Current Liabilities					
14,791	Sundry Creditors	13,345	12,000	12,000	19,078
44,419	Accrued Expenditure	43,352	34,916	33,008	33,677
-	Short Term Borrowings	66,000	46,000	-	26,800
20	Derivative Financial Instruments	20	-	-	656
59,230	Total Current Liabilities	122,717	92,916	45,008	80,211
Non Current Liabilities					
334,273	Term Loans	334,273	334,273	440,273	271,973
15,584	Other Non-Current Liabilities	15,584	15,232	15,232	14,232
349,857	Total Non Current Liabilities	349,857	349,505	455,505	286,205
409,087	TOTAL LIABILITIES	472,574	442,421	500,513	366,416
5,071,423	COUNCIL EQUITY	5,051,545	3,579,806	3,677,184	3,505,994
5,480,510		5,524,119	4,022,227	4,177,697	3,872,410
Statement of Change in Equity					
3,512,539	Opening Balance	5,071,423	3,588,491	3,588,491	3,512,539
13,500	Operating Surplus (Deficit)	(19,879)	(8,706)	8,672	(6,545)
1,544,748	Movements in Reserves	1	-	80,000	-
636	Adjustment Derivatives	-	21	21	-
5,071,423		5,051,545	3,579,806	3,677,184	3,505,994

<p>DUNEDIN CITY COUNCIL Statement of Cashflows For the Period Ending 30 November 2022 Amount : \$'000</p>				
	Year to Date Actual	Year to Date Budget	Full Year Budget	LY YTD Actual
Cash Flow from Operating Activities				
<i>Cash was provided from operating activities</i>				
Rates Received	84,783	83,937	190,481	79,010
Other Revenue	47,655	44,624	113,121	44,879
Interest Received	643	547	7,353	521
Dividend Received	529	512	6,754	487
Income Tax Refund	-	-	450	-
<i>Cash was applied to</i>				
Suppliers and Employees	(104,412)	(98,161)	(218,873)	(92,317)
Interest Paid	(5,769)	(6,680)	(14,349)	(3,229)
Net Cash Inflow (Outflow) from Operations	23,429	24,779	84,937	29,351
Cash Flow from Investing Activities				
<i>Cash was provided from investing activities:</i>				
Sale of Assets	101	-	120	3,033
Reduction in Investments	-	-	-	-
<i>Cash was applied to:</i>				
Increase in Investments	(3,227)	-	(2,550)	(3,962)
Capital Expenditure	(89,941)	(67,457)	(190,022)	(54,055)
Net Cash Inflow (Outflow) from Investing Activity	(93,067)	(67,457)	(192,452)	(54,984)
Cash Flow from Financing Activities				
<i>Cash was provided from financing activities:</i>				
Loans Raised	-	-	106,000	-
Increase in Short Term Borrowings	66,000	46,000	-	36,800
<i>Cash was applied to:</i>				
Loans Repaid	-	-	-	-
Decrease in Short Term Borrowings	-	-	-	(10,000)
Net Cash Inflow (Outflow) from Financing Activity	66,000	46,000	106,000	26,800
Total Increase/(Decrease) in Cash	(3,638)	3,322	(1,515)	1,167
Opening Cash and Deposits	11,986	9,845	9,845	7,939
Closing Cash and Deposits	8,348	13,167	8,330	9,106

DUNEDIN CITY COUNCIL Capital Expenditure Summary by Activity For the Period Ending 30 November 2022 Amount : \$'000					 DUNEDIN kaunihera CITY COUNCIL a-rohe o Ōtepoti	
Description	Year to Date Actual	Year to Date Budget	Year to Date Variance	Over Under Spend	LY YTD Actual	Full Year Budget
Galleries, Libraries & Museums	913	1,130	217	U	516	2,429
City Development	45	70	25	U	23	250
Corporate Services	1,445	1,756	311	U	1,320	5,857
Property	6,904	8,866	1,962	U	7,211	28,082
Other	2	135	133	U	105	620
Parks and Recreation	11,011	11,203	192	U	3,098	32,068
Transport	25,719	21,598	4,121	O	9,894	51,840
Waste & Environmental	1,082	3,014	1,932	U	1,477	16,079
Three Waters	40,659	22,066	18,593	O	22,970	58,847
Timing Adjustment	-	-	-		-	(6,600)
	87,780	69,838	17,942	O	46,614	189,472

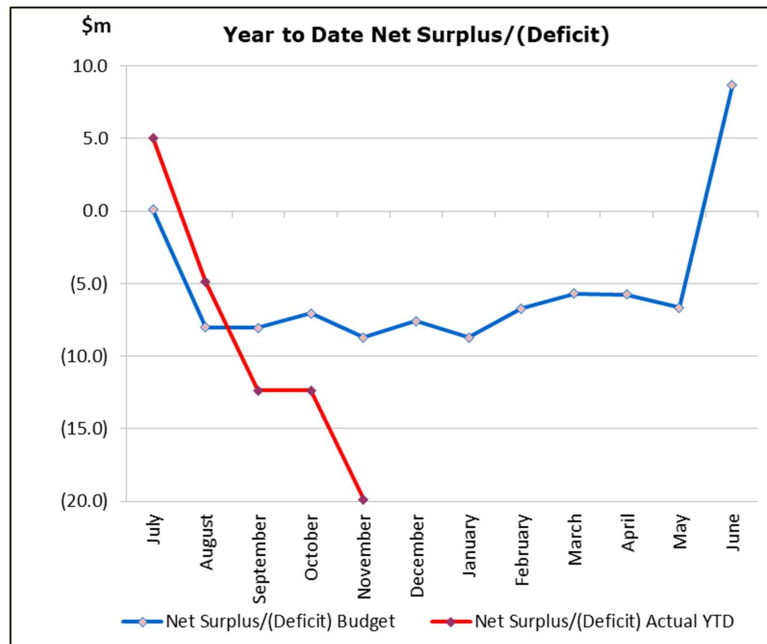
<p style="text-align: center;">DUNEDIN CITY COUNCIL Summary of Operating Variances For the Period Ending 30 November 2022</p> <p style="text-align: right;"></p> <p style="text-align: center;">Amount : \$'000</p>											
Group	Year to Date Surplus(Deficit)			Year to Date Variance Favourable (Unfavourable)							
	Actual	Budget	Variance	Rates Revenue	Other Ext Revenue	Int Revenue	Staff	Ops & Other Exps	Internal Costs	Interest	Depr'n
Waipori Fund	2,138	1,404	734	-	773	-	-	(39)	-	-	-
Galleries, Libraries & Museums	93	(299)	392	-	456	(5)	4	(82)	4	-	15
Community Development	(1,148)	(1,355)	207	-	95	(3)	86	33	(3)	-	(1)
Corporate Services	540	(345)	885	-	(29)	(4)	458	572	3	-	(115)
Enterprise Dunedin	(7)	(163)	156	-	1,546	-	29	(1,429)	4	-	6
Property	(2,941)	(2,394)	(547)	-	136	-	95	(809)	3	-	28
Investment	(4,881)	(3,824)	(1,057)	(3)	231	-	(860)	(471)	-	46	-
Parking Services/Operations	137	509	(372)	-	(498)	(4)	80	6	1	-	43
Parks and Recreation	840	(526)	1,366	-	490	-	269	276	(5)	-	336
Regulatory & Planning	576	546	30	-	(74)	-	180	(78)	2	-	-
Transport	(201)	(497)	296	-	2,159	-	127	(1,051)	-	-	(939)
Waste & Environmental	330	(88)	418	-	714	250	127	(700)	3	-	24
Three Waters	(15,355)	(1,674)	(13,681)	-	(2,134)	-	676	220	(248)	-	(12,195)
Total Council	(19,879)	(8,706)	(11,173)	(3)	3,865	234	1,271	(3,552)	(236)	46	(12,798)

FINANCIAL REVIEW

For the period ended 30 November 2022

This report provides a detailed commentary on the Council's financial result for the period ended 30 November 2022 and the financial position at that date.

NET SURPLUS/(DEFICIT) (INCLUDING WAIPORI)



The net deficit (including Waipori) for the period ended 30 November 2022 was \$19.879 million or \$11.173 million greater than budget.

REVENUE

The total revenue for the period was \$149.039 million or \$3.323 million greater than budget.

The major variances were as follows:

Other Operating Revenue

Actual \$31.753 million, Budget \$31.065 million, Favourable variance \$688k

Property revenue was favourable \$199k. This included an unbudgeted insurance claim related to the Currie Street fire. There was also some unbudgeted rent revenue for the South Dunedin Community Complex building.

Aquatic Services revenue was favourable \$202k due mainly to gym and lean to swim activities. Retail sales at Moana Pool were also favourable \$42k.

Waste and Environmental revenue was favourable \$714k mainly due to an unexpected short-term increase in the volume of waste entering the Green Island landfill. Waste Strategy revenue was also favourable \$182k due to the timing of waste levy revenue from the Ministry of the Environment.

These favourable variances were partially offset by:

On-street and off-street parking revenue was unfavourable \$498k due to lower than expected activity. Parking continues to be impacted by changing habits with people continuing to work from home along with some lost revenue to due road closures.

Three Waters revenue was unfavourable \$292k due mainly to lower water sales and less consultancy recoveries than expected.

Transportation revenue was \$150k unfavourable with revenue from corridor access requests being less than expected.

Grants Revenue

Actual \$18.530 million, Budget \$15.534 million, Favourable variance \$2.996 million

Enterprise Dunedin revenue was favourable \$1.543 million due to the receipt of unbudgeted government funding for the Centre of Digital Excellence and Destination Marketing and the Regional Events Fund.

Transport revenue was favourable \$2.502 million reflecting the higher level of subsidised capital expenditure.

These favourable revenue lines were partially offset by delayed timing of Three Waters reform projects funding \$1.532 million.

EXPENDITURE

The total expenditure for the period was \$171.056 million or \$15.230 million greater than budget.

The major variances were as follows:

Personnel Costs

Actual \$30.832 million, Budget \$32.103 million, Favourable variance \$1.271 million

This variance reflected a higher-than-expected level of position vacancies to date while recruitment activity continues.

Operations and Maintenance Costs

Actual \$34.796 million, Budget \$32.362 million, Unfavourable variance \$2.434 million

Transportation expenditure was unfavourable \$1.372 million due to greater subsidised roading maintenance including: drainage maintenance, emergency works and traffic services maintenance including road marking.

Enterprise Dunedin costs were \$1.016 million higher than budget due to unbudgeted expenditure for the Centre of Digital Excellence, Destination Marketing and Regional Events Fund– see offsetting income note above.

Waste and Environmental costs were \$569 unfavourable due mainly to higher than expected ETS (volume and price), variable landfill contract costs and refuse and kerbside collection costs.

These unfavourable variances were partially offset by delayed timing in Three Waters reform project work – see Grants revenue discussion above.

Occupancy Costs

Actual \$17.145 million, Budget \$16.433 million, Unfavourable variance \$712k

Property expenditure was unfavourable \$567k due to increased ground lease costs for a number of properties, as well as unbudgeted rent costs at Burns House due to staff relocation during the Civic Centre upgrade project.

Three Waters rates expenditure was unfavourable \$327k, primarily due to higher than expected insurance costs for below ground assets.

Consumable and General Costs

Actual \$10.035 million, Budget \$9.762 million, Unfavourable variance \$273k

Three Waters costs were \$615k unfavourable due mainly to unbudgeted Three Waters Reform project costs.

City Development costs were \$188k unfavourable due to legal fees relating to the 2nd Generation District Plan.

Waste and Environmental costs were unfavourable \$143k mainly due to consultancy costs associated with the planned extension of consents at the Green Island landfill, as well as increased Ministry for the Environment waste levy fees.

These unfavourable variances were partially offset by:

Transportation consultants costs were favourable \$277k due to some consultants, legal and project professional services costs being reclassified as capital expenditure.

Council Communication and Marketing costs were favourable \$233k due to timing of advertising and software licensing costs as well as savings in media monitoring costs.

Depreciation

Actual \$48.405 million, Budget \$35.607 million, Unfavourable variance \$12.798 million

This variance primarily related to increased depreciation on reticulation assets within Three Waters, Previously the DCC valued its Three Waters assets based on historical replacement costs indexed annually to reflect the cost/valuation for accounting purposes. Last financial year it was concluded that this methodology was no longer appropriate, and a methodology based on current replacement costs has been applied as at 30 June 2022.

This change in methodology saw an increase in cost/valuation for accounting purposes of circa \$1.3 billion and comes with an increased level of depreciation which has been estimated for the first 5 months of the year. The valuation uplift is subject to audit clearance and further work is still required to ensure the depreciation correctly reflects the new values.

WAIPORI FUND NET OPERATING RESULT

Actual \$2.138 million surplus, Budget \$1.404 million surplus, Favourable variance \$734k

The Waipori Fund has seen a recovery in equity markets since the start of the financial year following a period of negative valuations due to uncertainty caused by recent current world events. There however continues to be negative valuations for fixed term investments as wholesale interest rates continue to rise.

STATEMENT OF FINANCIAL POSITION

A Statement of Financial Position is provided as Attachment C.

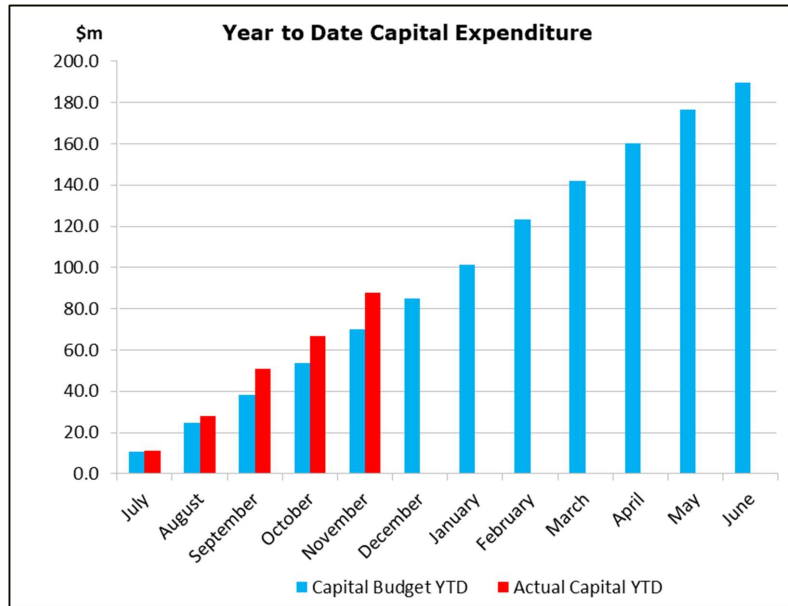
Short term investments of \$4.991 million relate to the Waipori Fund.

The level of fixed assets both 30 June 2022 and 30 November 2022 reflects the uplift in valuation of the Three Waters reticulation assets.

CAPITAL EXPENDITURE

A summary of the capital expenditure programme by Activity is provided as Attachment E.

Total capital expenditure for the period was \$87.780 million or 125.7% of the year-to-date budget.



Corporate Services capital expenditure was \$311k underspent

BIS capital was underspent \$945k driven by lower-than-expected expenditure on IT related projects – Customer Self Service Portal, Aquatic Retail System, Online Services, Contract Management System and Mobility Solutions.

Offsetting this, Fleet Operations capital was overspent \$634k due to the timing of the fleet vehicle replacement programme being brought forward due to the availability of vehicles.

Property capital expenditure was \$1.962 million underspent

Renewals capital was underspent \$2.107 million due to:

The Civic Centre upgrade project was behind budget due to some scheduled work yet to begin such as the LED lighting component.

The Healthy Homes project was behind schedule due to difficulties getting sufficient contractors to complete the work.

Transport capital expenditure was \$4.121 million overspent

In terms of new capital delivery, the Central City project was running ahead of the year to date budget, partially offset by delays related to Shaping Future Dunedin projects, Urban Cycleways and the Peninsula Connection. Other projects ahead of budget include expenditure on Intersection Improvements.

Transport's overall renewal spend was \$187k underspent to date, on a year to date budget of \$8.987 million.

Waste and Environmental capital expenditure was \$1.932 million underspent

The variance was driven by delayed timing of expenditure for the new kerbside bins. The contracts for the new service have now been signed with initial planning for service rollout underway.

Partially offsetting this variance was expenditure on the Smooth Hill landfill project and improvements to the final landfill cap at Green Island. Green Island capping works resumed in October (including leachate and gas system).

Three Waters capital expenditure was \$18.593 million overspent

Renewal's expenditure was ahead of budget \$11.284 million, including water and sewer renewals related to the Central City project as well as pipe renewals in Waikouaiti, Careys Bay and Sawyers Bay. Other renewals projects included the Tahuna sludge delivery system renewal, as well as the program to replace water toby taps and water meters.

New capital expenditure was ahead of budget \$7.309 million, including the property purchase associated with the Bath St project.

COMMENTS FROM GROUP ACTIVITIES

Attachment F, the Summary of Operating Variances, shows by Group Activity the overall net surplus or deficit variance for the period. It also shows the variances by revenue and expenditure type.

Corporate Services \$885k Favourable

Staff costs were favourable due to the level of position vacancies.

Operating expenditure was favourable due mainly to savings on software licence fees, savings in advertising and media monitoring costs for Council Communications and Marketing and delayed project costs in Corporate Policy.

Property Services - \$547k Unfavourable

Overall revenue was favourable \$136k due to an unbudgeted insurance claim relating to a fire at a Community Housing site and unbudgeted rent revenue at the South Dunedin Community Complex property.

Operating expenditure was unfavourable \$809k due to increased ground lease costs for a number of properties, as well as unbudgeted rent costs at Burns House.

Parks and Recreation - \$1.366 million Favourable

Overall revenue was favourable \$490k partly due to a higher than expected levels of activity across the group – including Aquatics and Sportsgrounds.

Staff costs were \$269k favourable due partly to the number of vacancies within the group.

Operating expenditure was favourable \$276k, with energy costs \$90k favourable, with plant maintenance, greenspace costs and coastal planning expenditure also being under budget.

Transport - \$296k Favourable

Revenue was \$2.159 million favourable primarily reflecting the level of subsidised maintenance and capital expenditure for the period.

Operating costs were unfavourable \$1.051 million due to greater subsidised roading maintenance including: drainage maintenance, emergency works and traffic services maintenance including road marking.

Waste and Environmental Services - \$418k Favourable

External revenue was favourable \$714k due to an increase in the volume of materials received at the Green Island landfill during the month.

Internal revenue was \$250k ahead of budget due to increased wastewater sludge volumes – see internal costs Three Waters.

Operating costs were unfavourable \$700k mainly relating to higher-than-expected ETS, landfill contract cost and refuse collection and kerbside collection costs.

Three Waters - \$13.681 million Unfavourable

Three Waters revenue was unfavourable \$2.134 million due to the delayed timing of Water Reform project funding from the Department of Internal Affairs and lower than anticipated water sales.

Staff costs were favourable pending recruitment into the new positions funded from the project monies discussed above.

Internal costs were \$248k unfavourable due to the amount of sludge and screenings material disposed of at Green Island landfill.

Depreciation was unfavourable \$12.195 million due to the new valuation effective 30 June 2022 discussed above.

NOTICE OF MOTION

NOTICE OF MOTION - DUNEDIN HOSPITAL

EXECUTIVE SUMMARY

- 1 In accordance with Standing Order 26.1, the attached Notice of Motion was received from Councillor David Benson-Pope at least five clear working days before the meeting, for inclusion on the agenda for the meeting being held on Tuesday, 31 January 2023:

RECOMMENDATIONS

That the Council:

- a) **Considers** the Notice of Motion.

Attachments

	Title	Page
A	Notice of Motion - Dunedin Hospital	155

Dear Chief Executive and others

Please find below a Notice of Motion for the meeting to be held on 31 January 2023.

THAT COUNCIL:

1. Supports the New Dunedin Hospital being built to the specifications in the Final Detailed Business Case approved by Cabinet, and that the Dunedin City Council will not accept changes that reduce the long-term capacity of the New Dunedin Hospital, or that compromise in any way the clinical services available to residents of the city and the wider region
2. Seeks the commitment of all parliamentary parties to adequately fund that work,
3. Engages with stakeholders to support this advocacy position.
4. Commits to fund a public campaign in support of 1 - 3 above, up to \$130,400 and seek support funding from other sources.

Moved: David Benson-Pope

Seconded: Jules Radich

With thanks in anticipation

David Benson-Pope

RESOLUTION TO EXCLUDE THE PUBLIC

That the Council excludes the public from the following part of the proceedings of this meeting (pursuant to the provisions of the Local Government Official Information and Meetings Act 1987) namely:

General subject of the matter to be considered	Reasons for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution	Reason for Confidentiality
C1 Confirmation of the Confidential Minutes of Ordinary Council meeting - 13 December 2022 - Public Excluded	<p>S7(2)(g) The withholding of the information is necessary to maintain legal professional privilege.</p> <p>S7(2)(h) The withholding of the information is necessary to enable the local authority to carry out, without prejudice or disadvantage, commercial activities.</p> <p>S7(2)(i) The withholding of the information is necessary to enable the local authority to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).</p> <p>S7(2)(a) The withholding of the information is necessary to protect the privacy of natural persons, including that of a deceased person.</p>	.	

<p>C2 Confidential Council Actions from Resolutions at Council Meetings</p>	<p>S7(2)(a) The withholding of the information is necessary to protect the privacy of natural persons, including that of a deceased person.</p> <p>S7(2)(g) The withholding of the information is necessary to maintain legal professional privilege.</p> <p>S7(2)(h) The withholding of the information is necessary to enable the local authority to carry out, without prejudice or disadvantage, commercial activities.</p> <p>S7(2)(i) The withholding of the information is necessary to enable the local authority to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).</p>	<p>S48(1)(a) The public conduct of the part of the meeting would be likely to result in the disclosure of information for which good reason for withholding exists under section 7.</p>	
<p>C3 Confidential Council Forward Work Programme - January 2023</p>	<p>S7(2)(h) The withholding of the information is necessary to enable the local authority to carry out, without prejudice or disadvantage, commercial activities.</p>	<p>S48(1)(a) The public conduct of the part of the meeting would be likely to result in the disclosure of information for which good reason for withholding exists under section 7.</p>	
<p>C4 Appointment of Deputy Chair to Dunedin City Holdings Limited</p>	<p>S7(2)(a) The withholding of the information is necessary to protect the privacy of natural</p>	<p>S48(1)(a) The public conduct of the part of the meeting would be likely to result in the disclosure</p>	

	persons, including that of a deceased person.	of information for which good reason for withholding exists under section 7.	
C5 Dunedin Railway - Future Options	S7(2)(i) The withholding of the information is necessary to enable the local authority to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).	S48(1)(a) The public conduct of the part of the meeting would be likely to result in the disclosure of information for which good reason for withholding exists under section 7.	

This resolution is made in reliance on Section 48(1)(a) of the Local Government Official Information and Meetings Act 1987, and the particular interest or interests protected by Section 6 or Section 7 of that Act, or Section 6 or Section 7 or Section 9 of the Official Information Act 1982, as the case may require, which would be prejudiced by the holding of the whole or the relevant part of the proceedings of the meeting in public are as shown above after each item.