BRF-4099 Progress update on the Carbon Neutral Government Programme

Date Submitted:	5 March 2024	Tracking #: BRF-4099	
Security Level	Policy and Privacy CLASSIFICATION	MfE Priority:	Urgent

	Action sought:	Response by:
Hon Simon Watts, Minister of Climate Change	**Provide feedback** on the briefing.	12 March 2024

Actions for Minister's Office Staff	**Forward** this report to Hon Melissa Lee, Minister for Economic Development. **Return** the signed report to MfE.
Number of appendices: 3	Appendix 1: Priority areas for emissions reduction Appendix 2: CNGP Participants Appendix 3: Carbon Neutral Government Programme 2023 Reporting Dashboard

Key contacts

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BRF-4099 Progress update on the Carbon Neutral Government Programme

Purpose

1. This briefing gives an overview of the Carbon Neutral Government Programme (CNGP) and progress to date.

Key Messages

2. The Carbon Neutral Government Programme (CNGP) is a long-term work programme, established in 2020, to reduce government emissions and show climate leadership [CAB-MIN-20-0491 refers].

3. While direct government emissions are a small proportion of the wider New Zealand economy, the CNGP emphasises international and domestic leadership, ability to understand and track government emissions, and opportunity to influence wider sectoral emissions.

4. The CNGP supports New Zealand's participation in the Net Zero Government Initiative (NZGI), which involves 30 countries committing to net-zero emissions from national government operations by no later than 2050.

5. Key focus areas for the CNGP to date have been phasing out coal boilers, optimising and electrifying the government light vehicle fleet, and improving the energy efficiency of government office buildings.

6. In December 2023, 84 participants reported their greenhouse gas emissions, reduction targets, and plans to achieve them. This represents the first full year of reporting for the programme and provides the most comprehensive understanding to date of the government's emissions profile.

7. Emissions have reduced 14% (238,019 tCO_2-e) compared to base year, and most participants are on track to achieve 2025 targets. The largest area of emission reduction is air travel, which also remains the largest emission source for most participants.

8. You have one substantive decision to make in the coming month. A publicly stated goal of the CNGP is to be carbon neutral by 2025 through participants offsetting their remaining emissions. 9(2)(f)(iv)

Recommendations

We recommend that you:

1. **agree** for officials to work with your office on a public release of the 2023 reporting results, in line with previous reporting and transparency of the programme

   Yes/No

2. **note** that we will brief you on options for the programme's neutrality goal in March 2024 to seek your direction for a future Cabinet paper

   Yes/No

3. **agree** to forward the briefing to the Minister for Economic Development as co-lead of the Carbon Neutral Government Programme.

   Yes/No

Signature

Stephen Goodman General Manager – Climate Mitigation	

Hon Simon Watts, Minister of Climate Change	
Date	

Programme background

9. The Carbon Neutral Government Programme (CNGP) was established in 2020 for government to show international and domestic climate leadership, take responsibility to reduce its own emissions, and become carbon neutral [CAB-MIN-20-0491 refers].

10. The CNGP is co-led by the Minister of Climate Change and the Minister of Economic Development. To date, they have been supported by a Ministerial group that also includes the Minister of Finance, Minister of Energy and Resources, and Minister for the Public Service.

11. The CNGP is administered by three agencies:

    11.1. The Ministry for the Environment (MfE) is the secretariat and programme lead, and coordinates emissions reporting and analysis.

    11.2. The Energy Efficiency & Conservation Authority (EECA) oversees funding for reduction projects and related progress requirements.

    11.3. The Ministry of Business, Innovation and Employment (MBIE) is responsible for policy related to phasing out coal boilers, fleet transition, and sustainable buildings, and supports EECA on advice on the design and delivery of the State Sector Decarbonisation Fund (SSDF).

12. Sixty-nine participants are required, and a further 28 encouraged to: measure, verify, and report on their emissions annually, set gross organisational emissions reduction targets for 2025 and 2030 in line with a 1.5°C pathway[1], and develop and implement an organisational emissions reduction plan. Many participants were not measuring their emissions before the establishment of the CNGP.

13. Participants are in three tranches (see Appendix 2 for a full list):

    13.1. Tranche 1: 41 public sector organisations, which were instructed to meet CNGP requirements from FY 2021/22.

    13.2. Tranche 2: 27 Crown Agents and the state schooling sector, which were directed to meet requirements from FY 2022/23.

    13.3. Tranche 3: 28 organisations, which were encouraged to participate from FY 2022/23.[2]

14. The CNGP has focused on three initial priority areas to date: phase out the largest and most active coal boilers by the end of 2025, optimise and electrify the government light vehicle fleet, and improve the energy efficiency of government office accommodation. See Appendix 1 for further detail.

[1] A CNGP 2030 target of 42% reduction in gross emissions. 2025 reduction targets are determined by the base year set by each organisation and combine to an overall target of 20% for Tranches 1 &2 and 19% for Tranche 3.

[2] Some Tranche 3 participants have opted to report by calendar year instead of financial year.

15. The CNGP is supported by the SSDF, a $219.5 million funding mechanism to support decarbonisation of state sector facilities and the light vehicle fleet. The SSDF was fully allocated by 30 June 2023, co-funding 126 projects across 57 state sector organisations. These projects are expected to provide estimated abatement of 961,482 tCO_2-e over 10 years.

16. The CNGP supports New Zealand's participation in the international Net Zero Government Initiative (NZGI). Thirty participating countries, including the United States, Japan, South Korea, and Australia, have committed to net-zero emissions from national government operations by no later than 2050, with most choosing earlier targets.

Programme progress

In December 2023, participants from all tranches reported to the CNGP.

17. In December 2023, 84 programme participants from Tranches 1, 2, and 3 reported their 2023 emissions, reduction targets, and plans to achieve them.[3] This is the first year that participants from all tranches have reported, providing the most comprehensive understanding to date of the New Zealand government's own emissions profile.

18. In 2023, a total of 1,507,862 tCO_2-e of greenhouse gas emissions were reported by these participants.[4] Twenty-five percent (383,505 tCO_2-e) was from Tranches 1 and 2, and 75% (1,124,357 tCO_2-e) was from Tranche 3 participants.

Most CNGP participants are on track to meet their 2025 reduction targets

19. A majority of CNGP participants have reported that they understand their emissions and reduction opportunities and are increasingly using this to inform decisions.

20. Total programme emissions in 2023 have reduced by 14% (238,019 tCO_2-e) compared to base year emissions (see Appendix 3 for more detail)[5].

21. Forty-four percent (28) Tranche 1 and 2 participants have already achieved reductions of 20% or more compared to base year, and 70% have indicated they are confident or likely to achieve their 2025 reduction target. The emission reductions achieved to date indicate that most programme participants are on track to achieve emission reductions consistent with their 2025 CNGP 1.5°C-aligned reduction targets.

[3] Three participants reported as a part of their host agency, three were not required to report yet as they were in their first year of operations (including Te Whatu Ora), and ten Tranche 3 participants opted not to report in 2023.

[4] Participants must report scope 1 (direct), scope 2 (purchased energy) and a mandatory set of scope 3 emissions, including business travel, freight, staff working from home, transmission and distribution losses, water, wastewater, and waste to landfill. Participants may elect to include additional emission sources within their programme or targeted emissions.

[5] This is a conservative measure of reductions to date as 18 participants have set 2023 as their base year and therefore have not recorded any reductions in 2023.

Air travel is the largest source of emissions reduction and further reduction is possible

22. Air travel is the largest source of emissions for the majority of CNGP participants and the largest source overall for Tranches 1 and 2. Air travel emissions were also the largest source of emissions reduction in 2023, with a 38% decrease (76,739 tCO_2-e) compared to base year across all three tranches.

23. Factors contributing to air travel emission reductions include changes to travel policies with more stringent criteria for travel or class of travel, high cost of flights over the reporting period, and lasting impacts from COVID-19 travel restrictions, including an increase in online engagements.

24. There is potential for further reductions in air travel emissions through intentional policies and initiatives. This would also contribute to reducing operational costs.

25. To date, 29 CNGP participants have implemented travel policy changes toward minimising discretionary air travel and ensuring any travel taken is high value, justifiable, and carefully managed for maximum benefit. A further 14 participants plan to implement travel policy changes in 2024. Agencies will investigate any further efficiencies in 2024.

Other sources of emissions reduction

26. Emissions from vehicle fuels (light, medium, and heavy fleet) have reduced by 14% (35,061 tCO_2-e) across the programme. There were significant reductions for some organisations with large vehicle fleets such as KiwiRail (15%), NZDF (36%) and Police (8%), as well as reductions across the programme with over half of Tranche 1 and 2 participants recording decreased vehicle fuel emissions. These reductions reflect changes in operational demands and an increasing number of electric vehicles (EVs) being added to agencies' light vehicle fleets. As of December 2023, 19% of the government light fleet is battery electric or plug in electric hybrid vehicles, up from 1.5% in December 2020 (see Appendix 1 for further detail).

27. Electricity emissions have reduced by 25% (25,336 tCO_2-e) across the programme. This reduction is supported by lower emission factors for electricity due to an increased renewable component of the New Zealand electricity grid. Electricity consumption across the programme has also reduced by 10% (80 GWh), reflecting efforts to reduce building energy use.

28. Agriculture and maritime transport fuels have also seen significant emission reductions. This is predominantly due to reductions within individual organisations where these are a large emission source (e.g., Pāmu for agriculture, NZDF and KiwiRail for maritime fuels[6]) rather than a programme-wide trend.

[6] NZDF emissions from maritime fuel for FY23 are estimated, unverified, and subject to change. NZDF is actively working to address a reporting gap created by recent changes to supply of maritime fuel.

Operational emissions are the majority of CNGP emissions

29. The organisations with the largest emissions have extensive operational portfolios. There are challenges for these organisations to achieve reductions without adversely affecting operational requirements.

30. In Tranches 1 and 2, three organisations account for 56% of programme emissions:

    30.1. New Zealand Defence Force (33%), predominantly from vehicle, aviation, and maritime transport fuels.

    30.2. Department of Corrections (13%), largely from agriculture and natural gas.

    30.3. Police (10%), predominantly from vehicle fuels.

31. In Tranche 3, three organisations account for 89% of programme emissions:

    31.1. Pāmu Landcorp Farming Ltd (Pāmu) (56%), predominantly through agriculture.

    31.2. KiwiRail Holdings Ltd (KiwiRail) (20%), largely from vehicle and maritime transport fuels.

    31.3. New Zealand Post (NZ Post) (13%), largely from freight and purchased goods and services, primary purchased fuel.

32. Challenges for these participants with large operational portfolios include identifying emission reduction opportunities that do not adversely affect operational requirements and reducing hard to abate emission sources (e.g., aviation and maritime fuel use). Five of these six participants are uncertain or not confident that they will achieve their 2025 reduction target because of these challenges. Significant progress has been made however, with reductions in emissions for these organisations ranging from 7-21%[7] (see Appendix 3 for more detail).

Influencing supply chain emissions is an important component of the programme

33. In addition to the mandatory programme emission sources, CNGP participants are encouraged to measure, report, and set appropriate targets over their other value chain emissions. Alternative targets are permitted reflecting the sometimes-limited influence organisations have over these sources. In 2023, 2,208,086 tCO_2-e was reported under this category:

    33.1. Fifty-one percent of this was from the state schooling sector, predominantly from staff and student commuting and purchased goods and services.

    33.2. Twenty-six percent was from Kainga Ora, from housing construction and associated activities.

    33.3. Fifteen percent was from the New Zealand Transport Agency, from state highway infrastructure construction, maintenance and operations, and emergency works.

[7] Excluding NZ Post, which has set a 2023 base year.

34. This is an important part of the programme where emission reduction initiatives by government can influence the wider economy and support the provision of lower emission goods and services across a wide range of industries.

Public reporting of results increases programme transparency

35. In May 2023, the Minister of Climate Change and the Ministry for the Environment announced the results of 2022 Tranche 1 reporting (39 public sector organisations), showing programme progress and highlighting emissions reductions. CNGP Ministers also agreed to proactively release the CNGP Progress Dashboard in line with standard practice.

36. The latest CNGP results include emissions reporting from 84 reporting participants – more than double the previous number. We expect the results to be of interest to media and other stakeholders. Officials are available to work with your office to develop communications materials for 2023 CNGP reporting.

Decisions are required on the carbon neutrality goal

37. Under current programme settings, the CNGP is expected to be carbon neutral by 2025 through offsetting remaining emissions. Final decisions on how offsetting would be priced, funded, and required are yet to be made.

9(2)(f)(iv)

40. In March 2024, officials will provide you with a briefing seeking your direction on the CNGP's carbon neutrality goal. 9(2)(f)(iv)

Next Steps

41. Officials propose to work with your office to develop communications materials for a public release of 2023 CNGP reporting.

42. In March 2024, we will give you advice on options for the carbon neutrality goal. A decision on this is needed within the first half of 2024 to provide direction to CNGP participants to assist them with upcoming budgeting decisions.

Appendix 1: Priority areas for emissions reduction:

Commitment	Progress to date	Future outlook/opportunities
Coal boilers: Commitment to phase out largest and most active by end of 2025	23 out of 24 projects are on track to be completed by end of 2025. 101 of 149 coal boilers in schools have been replaced (as of February 2024).	NZDF boilers at Burnham are expected to transition by FY 2028/29. Corrections boiler in Invercargill has been delayed due to funding reprioritisation. There is opportunity for future focus on replacing diesel and gas boilers.
Optimise and electrify the light vehicle fleet[8]**:** New light fleet vehicles must be a battery electric vehicle (BEV) or a plug-in hybrid electric vehicle (PHEV) unless there are operational requirements that prevent this.	19% of government light fleet is electric, up from 1.5% in December 2020.	Agency fleet transition plans from 2022 estimate that EVs will make up 41.4% of the light government fleet by June 2026.
Office buildings: For office accommodation 2,000m² and over agencies must get a NABERSNZ[9] rating and aim to achieve a 4-star rating or above.	As of 30 June 2023, 41% of office buildings over 2000m² have been NABERSNZ rated. Three quarters of rated buildings have achieved 4 stars or above.	An assessment is planned or underway for a further 30% of office buildings. If a building has not achieved a 4-star rating, the agency will work with the building owner to achieve 4 stars over an agreed period of time.
Non-residential new builds[10]**:** Must use an approved sustainable building rating tool (currently Green Star) for new non-residential buildings with a capital value of $9 million or more. Must focus on reducing emissions and construction waste and aim to achieve a 5-star rating.	Eleven projects were registered to use the Green Star rating tool between 1 April 2022 and 30 June 2023.	Construction projects have a long-time frame, so it will be two or three years before buildings are completed and rated.

[8] Light vehicles are defined as passenger road vehicles weighing 3,500kg or less excluding mopeds, motorbikes, trailers. For some agencies with large operational fleets there is not yet the technology available to enable them to transition their fleets to EVs. Vehicle registration data from NZTA is used to track the size and composition of the government light vehicle fleet. https://www.nzta.govt.nz/resources/new-zealand-motor-vehicle-register-statistics/national-vehicle-fleet-status/

[9] NABERSNZ is a system for rating the energy efficiency of office buildings. https://www.gpg.govt.nz/energy-efficiency-standards/

[10] https://www.procurement.govt.nz/procurement/specialised-procurement/construction-procurement/building-rating-systems/

Appendix 2: List of CNGP participants

Tranche 1 – required by Cabinet to participate in the programme.	Tranche 2 – directed to participate in the programme through a Section 107 direction under the Crown Entities Act.	Tranche 3 – encouraged to participate in the programme.
Public Service Departments:	**Crown Agents:**	**Tertiary Institutions:**
Crown Law Office	Accident Compensation Corporation	Auckland University of Technology
Department of Conservation	Callaghan Innovation	Lincoln University
Department of Corrections	Civil Aviation Authority of New Zealand	Massey University
Department of Internal Affairs	Earthquake Commission	Te Wānanga o Aotearoa
Department of the Prime Minister and Cabinet	Education New Zealand	Te Wānanga o Raukawa
Education Review Office	Energy Efficiency and Conservation Authority	Te Whare Wānanga o Awanuiarangi
Government Communications Security Bureau	Environmental Protection Authority	Te Pūkenga
Inland Revenue Department	Fire and Emergency New Zealand	University of Auckland
Land Information New Zealand	Health Quality and Safety Commission	University of Canterbury
Ministry for Culture and Heritage	Health Research Council of New Zealand	University of Otago
Ministry for Pacific Peoples	Herenga ā Nuku Aotearoa – Outdoor Access Commission	University of Waikato
Ministry for Primary Industries	Kāinga Ora – Homes and Communities	Victoria University of Wellington
Ministry for the Environment	Maritime New Zealand	
Ministry for Women	New Zealand Antarctic Institute	**State-Owned Enterprises:**
Ministry of Business, Innovation and Employment	New Zealand Blood Service	AsureQuality Limited
Ministry of Defence	New Zealand Qualifications Authority	KiwiRail Holdings Limited
Ministry of Education	New Zealand Tourism Board	Kordia Group Limited
Ministry of Foreign Affairs and Trade	New Zealand Trade and Enterprise	Meteorological Service of New Zealand Limited
Ministry of Health	New Zealand Transport Agency – Waka Kotahi	New Zealand Post Limited
Ministry of Housing and Urban Development	Pharmaceutical Management Agency	New Zealand Railways Corporation
Ministry of Justice	Real Estate Authority	Orillion – Animal Control Products Limited
Ministry of Social Development	Social Workers Registration Board	Pāmu – Landcorp Farming Limited
Ministry of Transport	Sport and Recreation New Zealand	Quotable Value Limited
New Zealand Customs Service	Taumata Arowai – the Water Services Regulator	Transpower New Zealand Limited
New Zealand Security Intelligence Service	Tertiary Education Commission	
Oranga Tamariki – Ministry for Children	Te Whatu Ora – Health New Zealand †	
Public Service Commission	WorkSafe New Zealand	
Serious Fraud Office		

Tranche 1 – directed by Cabinet to participate in the programme (continued).	Tranche 2 – directed by Cabinet to participate in the programme.	Tranche 3 – encouraged to participate in the programme (continued).
Public Service Departments (continued): Statistics New Zealand The Treasury Te Puni Kōkiri – Ministry of Māori Development **Departmental Agencies:** Cancer Control Agency * Independent Children's Monitor ‡ Ministry for Ethnic Communities * Ministry of Disabled People † National Emergency Management Agency Social Wellbeing Agency Te Arawhiti – Office for Māori Crown Relations **The Executive Branch** New Zealand Defence Force New Zealand Police Parliamentary Counsel Office	**School Boards of Trustees:** Approximately 2,136 State School Boards of Trustees § (State-Integrated Schools are not included)	**The Legislative Branch:** Office of the Clerk of the House of Representatives * Parliamentary Service **The Officers of Parliament:** Office of the Ombudsmen The Controller and Auditor-General The Parliamentary Commissioner for the Environment **Reserve Bank:** The Reserve Bank of New Zealand

* This departmental agency is currently reporting as a part of the Public Service Department that hosts it.

† This organisation is not required to start measuring its emissions until FY 2023/24.

‡ This organisation is not required to start measuring its emissions until FY 2024/25.

§ The Ministry of Education is measuring and reporting emissions on behalf of the state schooling sector, taking an aggregated approach to the sector. School Boards of Trustees are the only Tranche 2 organisations that are not directed to participate through a Crown Entities Act direction.

Appendix 3: Carbon Neutral Government Programme 2023 Reporting Dashboard

2023 Emissions and reductions Tranche 1 & 2

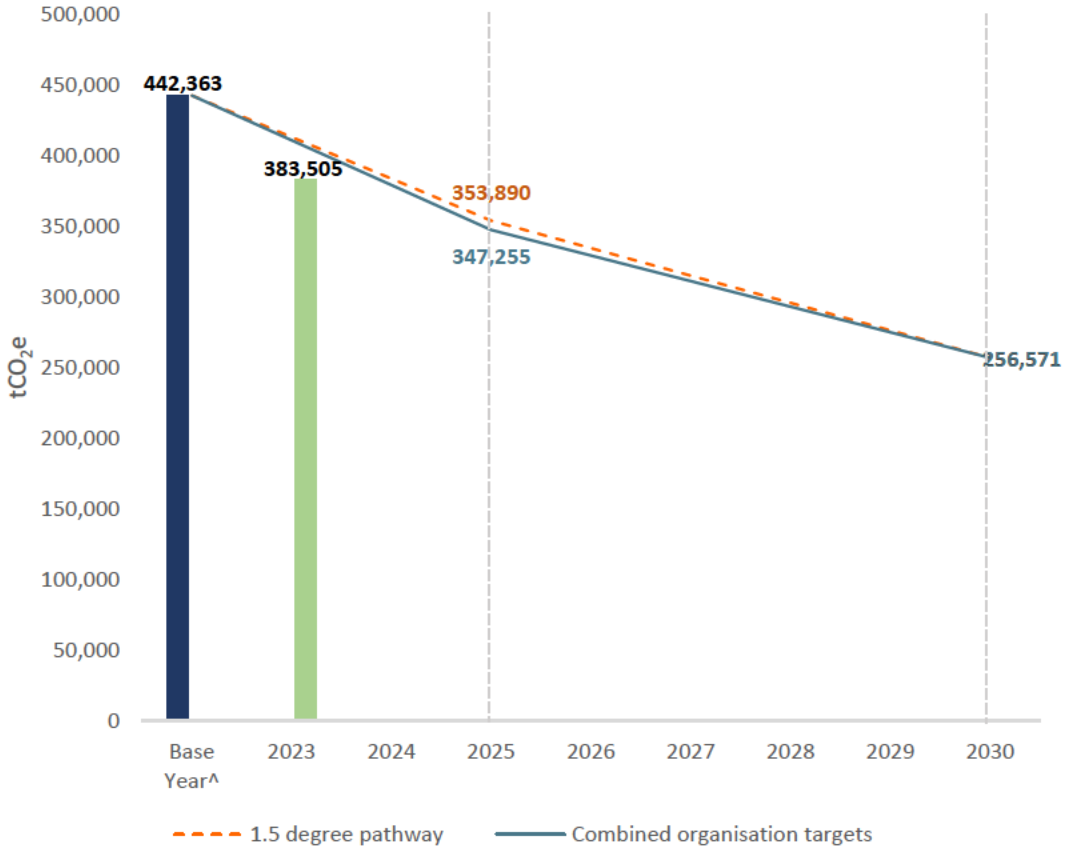
Carbon Neutral Government Programme

The Carbon Neutral Government Programme (CNGP) aims to accelerate emissions reductions in the Public Sector, demonstrating leadership to other sectors of the economy. All required participants in Tranches 1 and 2 (66) reported to the CNGP in 2023. Participants are required to report their emissions annually and set emissions reduction targets and plans consistent with a 1.5°C reduction pathway.

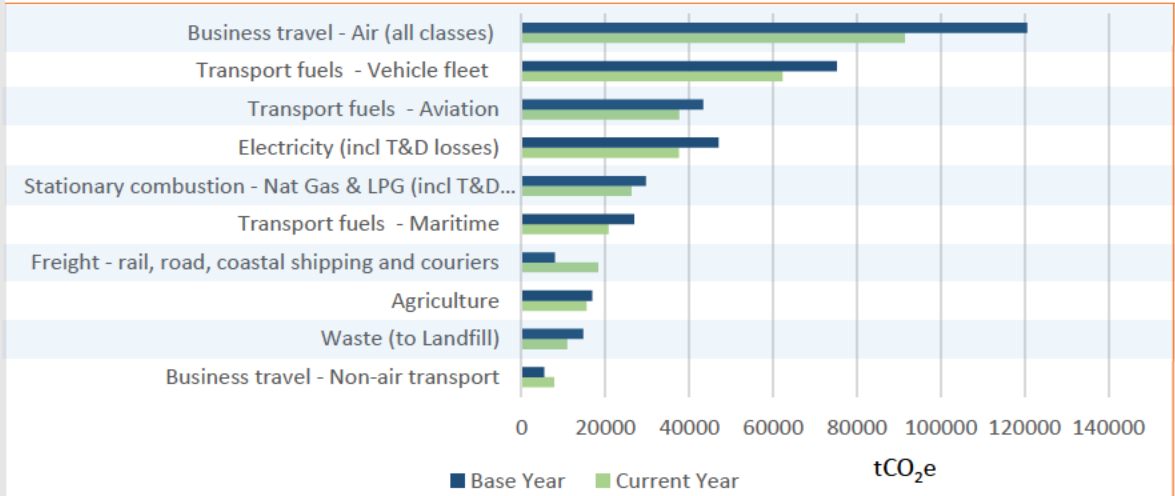
383,505t	-58,857 (-13%)	2,133,948t
Total 2023 emissions*	Change since base yr	Other Scope 3 †

	1.5°C target	Combined org targets
2025	-20%	-21.5%
2030	-42%	-42%

Progress toward emissions reduction targets

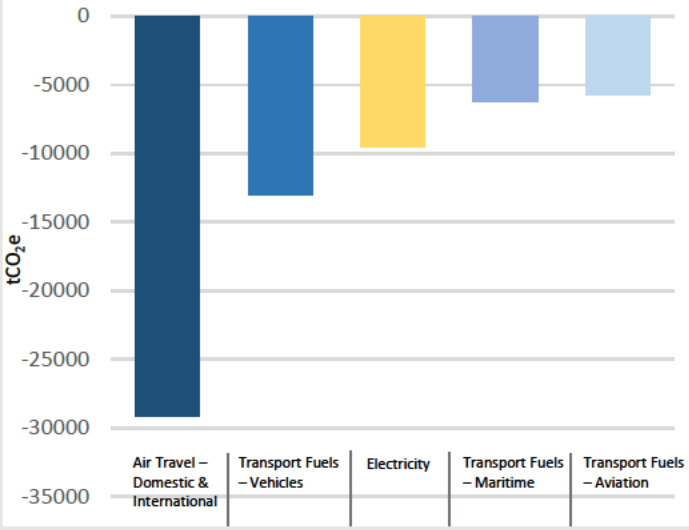


Top 10 Emission sources

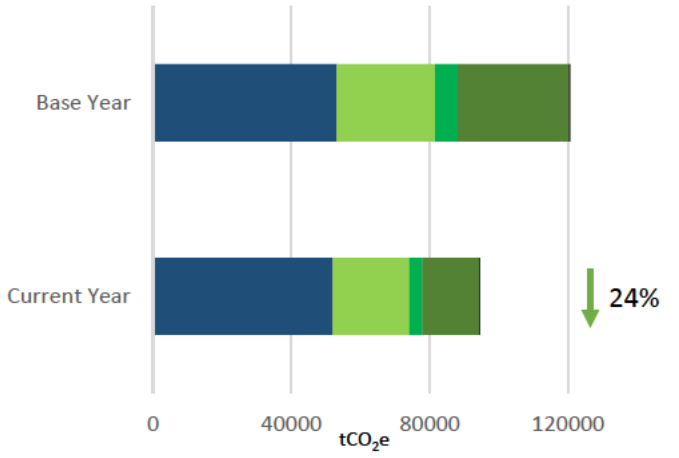


	% of Total	% Change from base yr
Business travel - Air (all classes)	24%	-24%
Transport fuels - Vehicle fleet	16%	-17%
Transport fuels - Aviation	10%	-13%
Electricity (incl T&D losses)	10%	-20%
Stationary combustion - Nat Gas & LPG (incl T&D...	7%	-12%
Transport fuels - Maritime	5%	-23%
Freight - rail, road, coastal shipping and couriers	5%	132%
Agriculture	4%	-8%
Waste (to Landfill)	3%	-26%
Business travel - Non-air transport	2%	45%

Top 5 Reductions



Air Travel emissions



* Organisations must report and set targets over Mandatory Scope 1, 2, & 3 emissions and may elect to include additional emission sources within their targeted emissions.
† Participants are encouraged to report any other material non-mandatory scope 3 sources.
^Organisations can select a base year between FY15/16 and FY22/23. 'Base Year' represents the total emissions from organisations' base years.

2023 Emissions and reductions Tranche 3

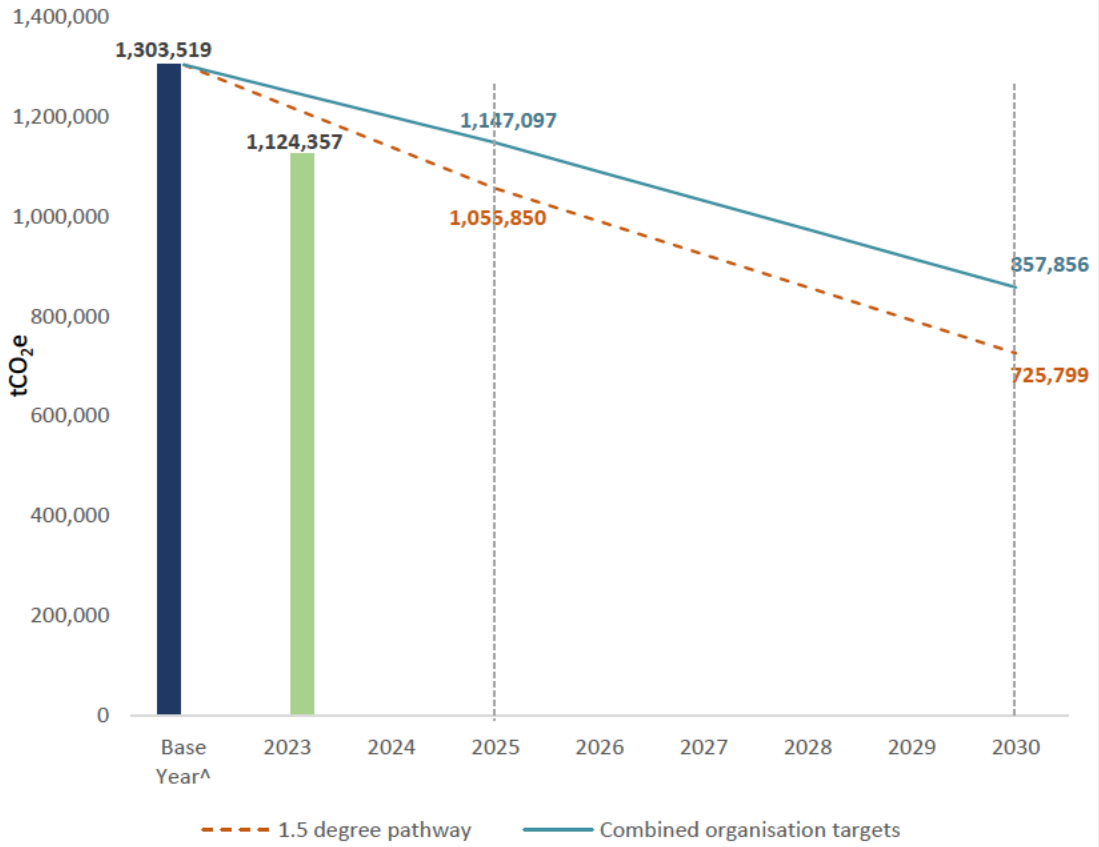
Carbon Neutral Government Programme

The Carbon Neutral Government Programme (CNGP) aims to accelerate emissions reductions in the Public Sector. Tranche 3 organisations include tertiary institutions and State-Owned Enterprises and were encouraged to report to the CNGP from 2023. In 2023, 18 out of 28 Tranche 3 participants reported to the CNGP. Participants report their emissions annually and set emissions reduction targets and plans consistent with a 1.5°C reduction pathway.

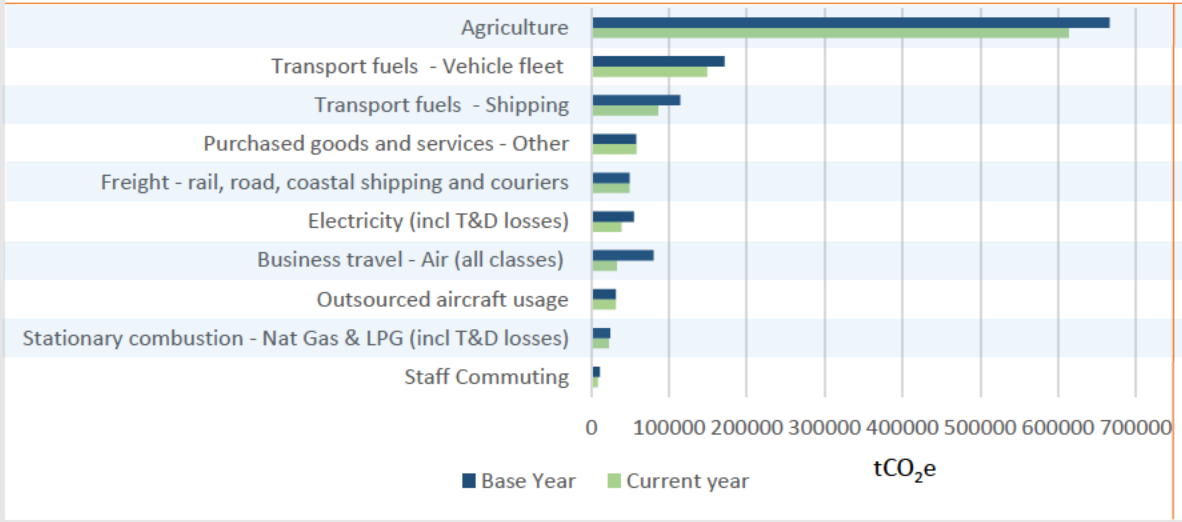
1,124,357t	-179,162 (-14%)	74,138t
Total 2023 emissions*	Change since base yr	Other Scope 3 †

	1.5°C target	Combined org targets
2025	-19%	-12%
2030	-42%	-34%

Progress toward emissions reduction targets

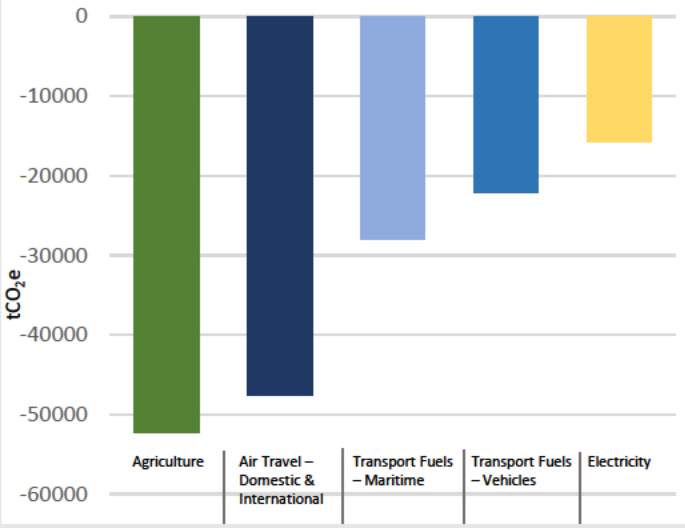


Top 10 Emission sources

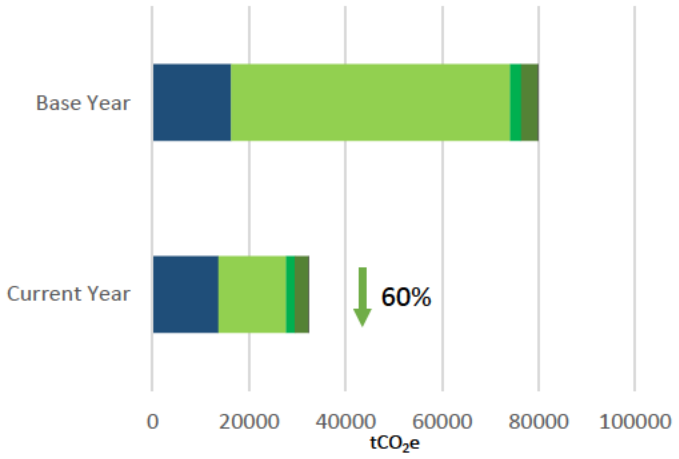


	% of Total	% Change from base yr
Agriculture	55%	-8%
Transport fuels - Vehicle fleet	13%	-13%
Transport fuels - Shipping	8%	-25%
Purchased goods and services - Other	5%	0%
Freight - rail, road, coastal shipping and couriers	4%	-29%
Electricity (incl T&D losses)	3%	-60%
Business travel - Air (all classes)	3%	0%
Outsourced aircraft usage	3%	0%
Stationary combustion - Nat Gas & LPG (incl T&D losses)	2%	-7%
Staff Commuting	1%	-24%

Top 5 Reductions across Tranche 3



Air Travel emissions



* Organisations must report and set targets over Mandatory Scope 1, 2 & 3 emissions and may elect to include additional emission sources within their targeted emissions.
† Participants are encouraged to report any other material non-mandatory scope 3 sources.
^Organisations can select a base year between FY15/16 and FY22/23. 'Base Year' represents the total emissions from organisations' base years.

Carbon Neutral Government Programme

Progress by Organisation (Tranches 1 & 2 above 10,000 tCO_2e)

Organisation Information			Base Year		Current Year Progress			2025 Target		2030 Target	Progress towards reducing main emissions areas			
Organisation	FTEs	Opex in $M	Base Year	Base Year Emissions (tCO_2e)	Current Emissions (tCO_2e)	Change since Base Year	Change since Base Year %	2025 Org Target	Confidence of meeting Target	2030 Org Target	Top 3 Emissions Sources	Reduction Potential	Change since base year	Key reduction initiatives
New Zealand Defence Force	*11,496*	*3,226*	16/17	**147,359**	**125,649**	-21,710	**-15%**	21%	**	42%	Transport fuels - Aviation Transport fuels - Vehicle fleet Business travel - Air travel international	* * **	-15% -36% -13%	Behaviour change and efficiencies; technology proof of concept testing; design of sustainable infrastructure; simulation; future capability planning.
Department of Corrections	*9,589*	*1,648*	20/21	**51,891**	**48,241**	-3,650	**-7%**	21%	*	42%	Agriculture Stationary combustion – Nat gas & LPG Electricity	** *** **	-8% -4% -39%	Transition to low emission boiler infrastructure across the prison network. Continue fleet electrification and fleet optimisation.
New Zealand Police	*15,573*	*2,537*	18/19	**43,764**	**39,833**	-3,931	**-9%**	21%	*	42%	Transport fuels - Vehicle fleet Business travel - Air travel domestic Electricity	** **** ***	-8% 3% -50%	Fleet optimisation, EV trials, NABERSNZ assessments, analyse property decarbonisation potential, commuting survey, revise travel policy, waste audits.
Ministry of Foreign Affairs and Trade	*1,771*	*534*	18/19	**33,869**	**23,960**	-9,909	**-29%**	21%	***	42%	Business travel - Air travel international Electricity Freight - rail, road, shipping and couriers	** * **	-45% 3% 12%	Adjustments to travel, energy efficiency initiatives.
Fire and Emergency New Zealand	*2,920*	*737*	18/19	**16,722**	**14,017**	-2,706	**-16%**	21%	***	32%	Transport fuels - Vehicle fleet Business travel - Air travel domestic Stationary combustion - Nat gas & LPG	** **** **	-3% -29% -11%	Optimise light fleet & use EV/hybrid as appropriate, building modernisation, travel approvals, coordinated helicopter dispatch, reduce fire risk.
Ministry of Justice	*4,460*	*851*	20/21	**10,047**	**10,615**	567	**6%**	21%	**	42%	Electricity Business travel - Air travel domestic Stationary combustion - Nat gas & LPG	*** **** ***	1% -35% 14%	Short term priorities: reducing travel and conserving energy in our buildings. Longer term priorities: LEDs and gas boiler replacements.
Department of Conservation	*2,554*	*607*	20/21	**11,231**	**10,352**	-879	**-8%**	21%	**	42%	Transport fuels - Vehicle fleet Outsourced aircraft usage Wastewater	** * *	-7% -5% -28%	Fleet reduction and optimisation. Travel Policy updates. Reduction pathways being developed for our largest emissions sources.
Antarctica New Zealand	*90*	*38*	15/16	**4,171**	**10,304**	6,133	**147%**	25%	*	40%	Freight - rail, road, shipping and couriers Outsourced aircraft usage Stationary combustion - Other	* * ****	648% 47% 19%	Delivering a new Scott Base and wind farm. Electrifying the Christchurch fleet where practicable.

Confidence of meeting 2025 target: **** **Very** confident. *** **Likely** to meet target. ** **Uncertain** (need to identify more initiatives). * **Not confident** (insufficient resourcing, lack of alt technologies, and/or reduction limited without affecting core operations.)

Reduction Potential: **** **Significant** reduction possible and achievable. *** **Significant** reduction possible **with additional funding.** ** **Limited** reduction possible. * **Not possible** (lack of alt technologies and/or reduction limited without affecting core operations, or reduction already achieved.

Carbon Neutral Government Programme

Progress by Organisation (Tranche 3 above 10,000 tCO_2e)

Organisation Information			Base Year		Current Year Progress			2025 Target		2030 Target	Progress towards reducing main emissions areas			
Organisation	FTEs	Opex in $M	Base Year	Base Year Emissions (tCO_2e)	Current Emissions (tCO_2e)	Change since Base Year	Change since Base Year %	2025 Org Target	Confidence of meeting Target	2030 Org Target	Top 3 Emissions Sources	Reduction Potential	Change since base year	Key reduction initiatives
Pāmu - Landcorp Farming Ltd	*637*	*232*	20/21	**678,176**	**624,441**	-53,735	**-8%**	6%	**	30%	Agriculture Transport fuels - Vehicle fleet Electricity	** *** ***	-8% 29% -49%	Low Emission Livestock, Innovative Partnerships, Resilient Energy Systems, Nature Based Solutions, Procurement/Asset Management, Best Practice Farming.
KiwiRail Holdings Ltd	*4,900*	*835*	11/12	**282,035**	**223,250**	-58,785	**-21%**	21%	***	30%	Transport fuels - Vehicle fleet Transport fuels - Shipping Business travel - Air travel domestic	*** *** ****	-15% -25% 204%	Loco fleet decarbonisation Business Case, DAS, new low-emissions South Island locos, electric loco refurbishment, new hybrid electric ferries.
New Zealand Post	*4,290*	*1,055*	22/23	**149,160**	**149,160**	n/a	**n/a**	6%	***	50%	Purchased Goods & Services - Diesel Purchased Goods & Services - Air Freight Freight - rail, road, shipping and couriers	*** ** *	n/a n/a n/a	NZ Post aims for net-zero emissions by 2050, cutting GHG by 50% by 2030 and 90% by 2050 (from 2023 baseline). Verified by SBTi.
University of Otago*	*4,097*	*825*	2019	**37,248**	**23,836**	-13,412	**-36%**	50%	****	60%	Electricity Meals and food Stationary combustion - Nat gas & LPG	** **** ***	18% 23% 80%	Collaborate with others (e.g. Dunedin Zero Carbon Alliance). Ceiling on flying emissions/spend. Energy efficiency and invest to remove fossil fuels.
Te Pūkenga - New Zealand Institute of Skills & Technology*	*9,082*	*2,373*	2022	**23,698**	**23,698**	n/a	**n/a**	13%	**	35%	Electricity Transport fuels - Vehicle fleet Business travel - Air travel domestic	*** *** **	n/a n/a n/a	Te Pūkenga will concentrate on diminishing emissions from energy, travel, waste. And increasing the amount of BEVs in its fleet.
The University of Auckland*	*6,116*	*1,295*	2019	**45,782**	**22,661**	-23,120	**-51%**	25%	**	50%	Business travel - Air travel international Electricity Stationary combustion - Nat gas & LPG	**** *** ***	-69% -35% -8%	Progressive pathway via Estate & Ops initiatives. Incl. new travel policy, progress decarbonisation pipeline, and continue to phase out gas boilers.
Te Herenga Waka - Victoria University of Wellington*	*2,355*	*510*	2017	**19,219**	**12,364**	-6,855	**-36%**	25%	**	40%	Stationary combustion - Nat gas & LPG Electricity Business travel - Air travel international	*** *** ****	11% -5% -68%	Managing demand for air travel.
Massey University*	*3,092*	*538*	2018	**22,441**	**11,496**	-10,945	**-49%**	-	***	30%	Stationary combustion - Nat gas & LPG Electricity Business travel - Air travel international	*** *** ****	-15% -23% -87%	Keep international air travel low relative to pre-COVID levels and continue decarbonisation of campuses.

* Organisation reports on a calendar year basis, so 'current year' refers to 2022 calendar year emissions.

Confidence of meeting 2025 target: **** **Very** confident. *** **Likely** to meet target. ** **Uncertain** (need to identify more initiatives). * **Not confident** (insufficient resourcing, lack of alt technologies, and/or reduction limited without affecting core operations)

Reduction Potential: **** **Significant** reduction possible and achievable. *** **Significant** reduction possible **with additional funding**. ** **Limited** reduction possible. * **Not possible** (lack of alt technologies and/or reduction limited without affecting core operations, or reduction already achieved.