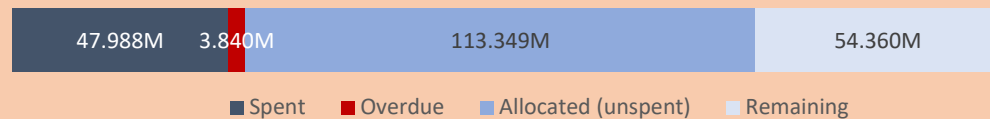


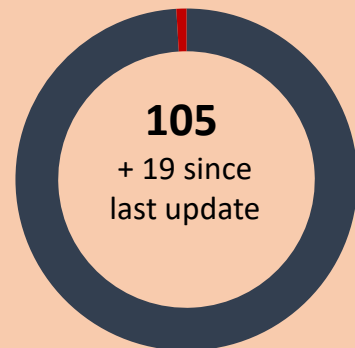
## State Sector Decarbonisation Fund (SSDF)

**Aim: Allocate all \$219.537m in SSD funding by June 2023**

Progress as of February 2023: \$165.178m (75%) allocated, on track to June 2023 aim  
Since last report: \$26.87m in funding for Tranches 11, 12 & 13 has been approved

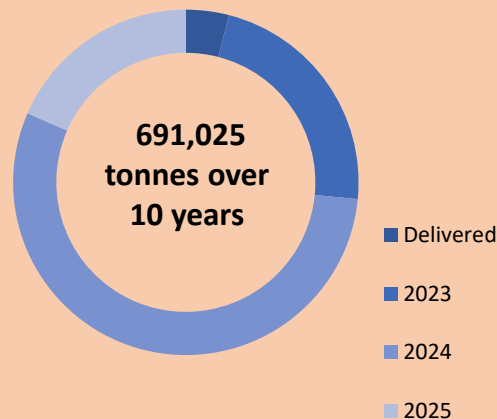


### Projects approved



■ On track ■ Receiving additional attention

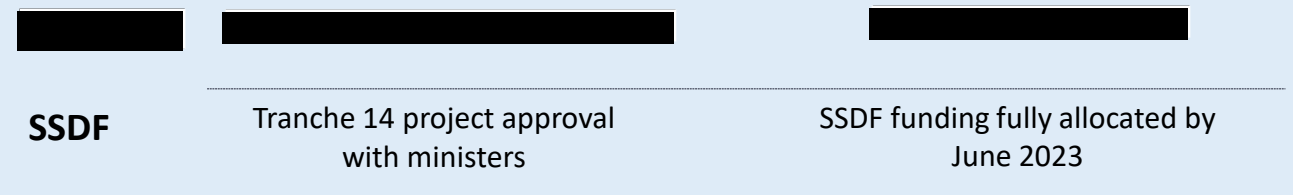
### Estimated emissions reduction



## Policy milestones

Underway

Upcoming



## Coal boilers

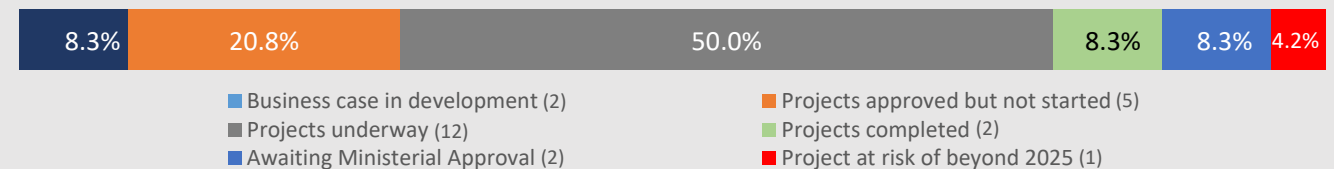
**Aim: Phase out the largest and most active coal boilers by the end of 2025**

Progress as at February 2023: 23/24 are projects are on track to be completed by the end of 2025

Since last report: Two projects now awaiting approval in Tranche 14.

Risks: NZDF's Burnham coal boiler will be operational (with lower load) until 2028/29. Refer to SSDF Tranche 14 project approval briefing for more information.

### Boiler projects by status



Note: Excludes 151 boiler replacements funded as part of the School Coal Boiler Replacement Programme

## Tranche 1 Reporting Summary – 2021/22

In December 2022, all Tranche 1 organisations reported their emissions, reduction targets, and reduction plans to the Ministry for the Environment. This represents a significant milestone for the Carbon Neutral Government Programme (CNGP). For 59% of organisations, this was the first time that they measured their emissions.

Overall, 2021/22 emissions for Tranche 1 were 303,000 tCO<sub>2</sub>e, representing a 19% reduction compared to base year emissions. This represents significant progress towards 2025 and 2030 reduction targets but also reflects the impacts of the COVID-19 pandemic on operational activities, and emissions are likely to increase in 2022/23.

All Tranche 1 organisations but one set gross emission reduction targets aligned with a 1.5°C reduction pathway and many are well advanced in their reduction initiatives.

71% of emissions were from the top three emitting organisations: the New Zealand Defence Force, the Department of Corrections, and New Zealand Police. Specific challenges for these top emitters include reducing transport fuel emissions and procurement of low emission technology that meets their specific operational needs.

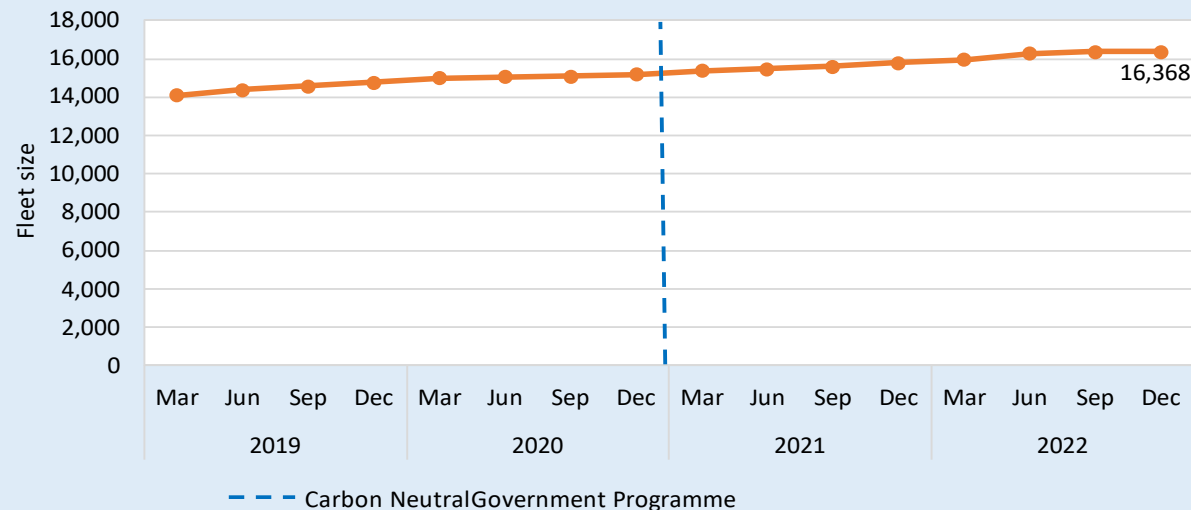
The biggest challenges for most other organisations are controlling the 'bounce back' in air travel emissions following COVID-19 restrictions and reducing electricity emissions.

\*Tranche 1 organisations include departments, departmental agencies and non-public service departments.

## Light vehicle fleet NZTA data – December 2022

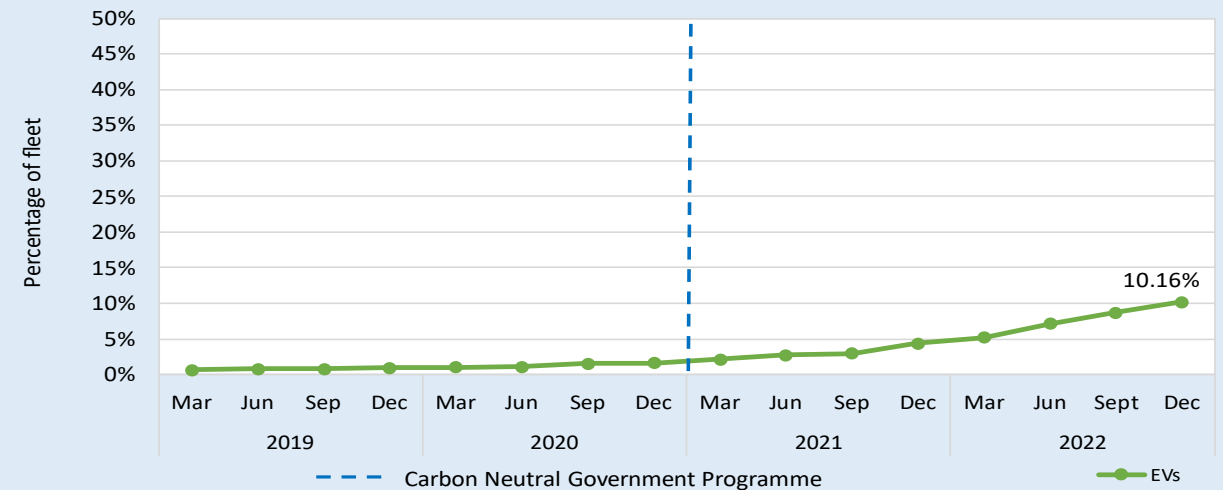
**Aim: reduce the size of the government fleet and transition to electric vehicles (EVs)<sup>1</sup>**

**Fleet size:** has increased by 1,177 vehicles (7.75%) since December 2020, a net increase of 1,424 EVs and a net decrease of 247 internal combustion engine (ICE) vehicles. Compared to last quarter's reporting the net differences are an increase of 236 EVs and a decrease of 236 ICE vehicles.



### Transitioning the fleet:

- 10.16% of the light fleet is EV, up 8.59% from 1.7% in December 2020

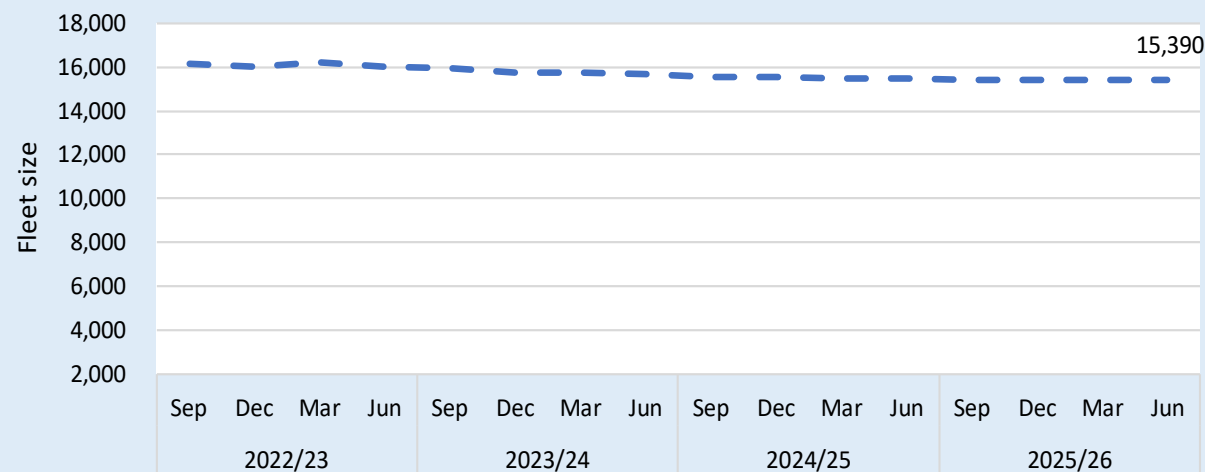


<sup>1</sup> EVs are defined as batt

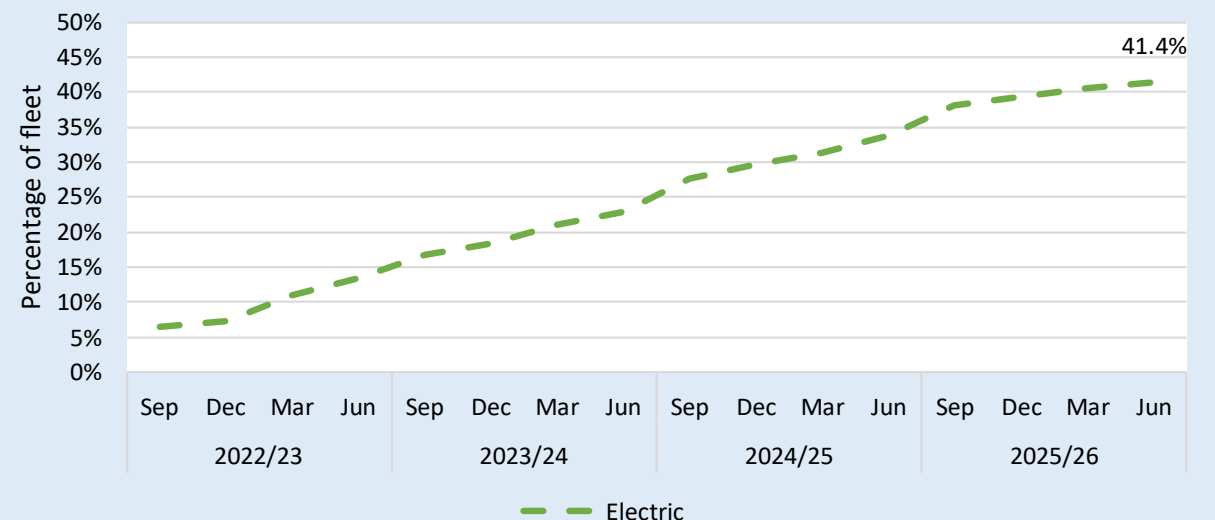
## Light vehicle fleet agency supplied data – September 2022

*Agencies' light vehicle fleet transition intentions as indicated in fleet optimisation and transition plans <sup>2</sup>*

### Optimisation intentions



### Percentage of intended light fleet transition to EV

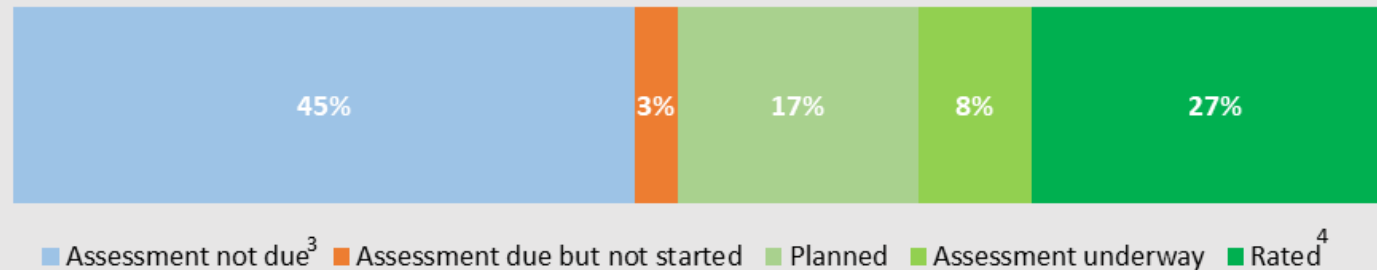


<sup>2</sup> Data provided by agencies with their annual transition plans is likely to differ slightly to NZTA data but may provide a reference for tracking progress against intentions

## NABERSNZ data - December 2022

**Aim: improve the energy efficiency of government office accommodation<sup>2</sup> by achieving 4 Star ratings or higher**

### NABERSNZ ratings completed

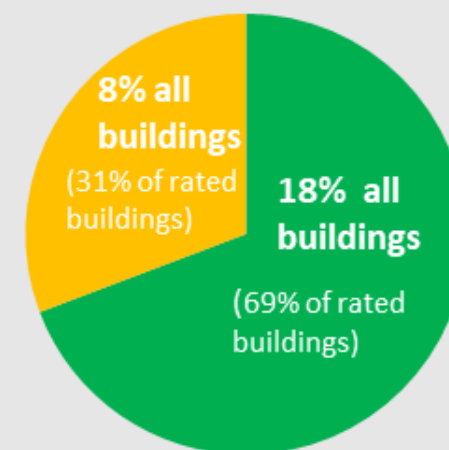


<sup>2</sup> Applies to government office accommodation where the area occupied is 2000m<sup>2</sup> or more  
<sup>3</sup> Assessments are not due until lease renewal or to be completed by December 2025 if no lease renewal due before end of 2025  
<sup>4</sup> A NABERSNZ assessment is undertaken over a 12 month period

### Buildings with a completed rating (18%):

- 18% of all buildings rated 4 Star or higher
- 8% of all buildings rated below 4 Stars<sup>5</sup>

<sup>5</sup> If a building is rated below 4 Stars, the agency will work with the landlord to achieve the required rating over an agreed period of time and further assessments will be required



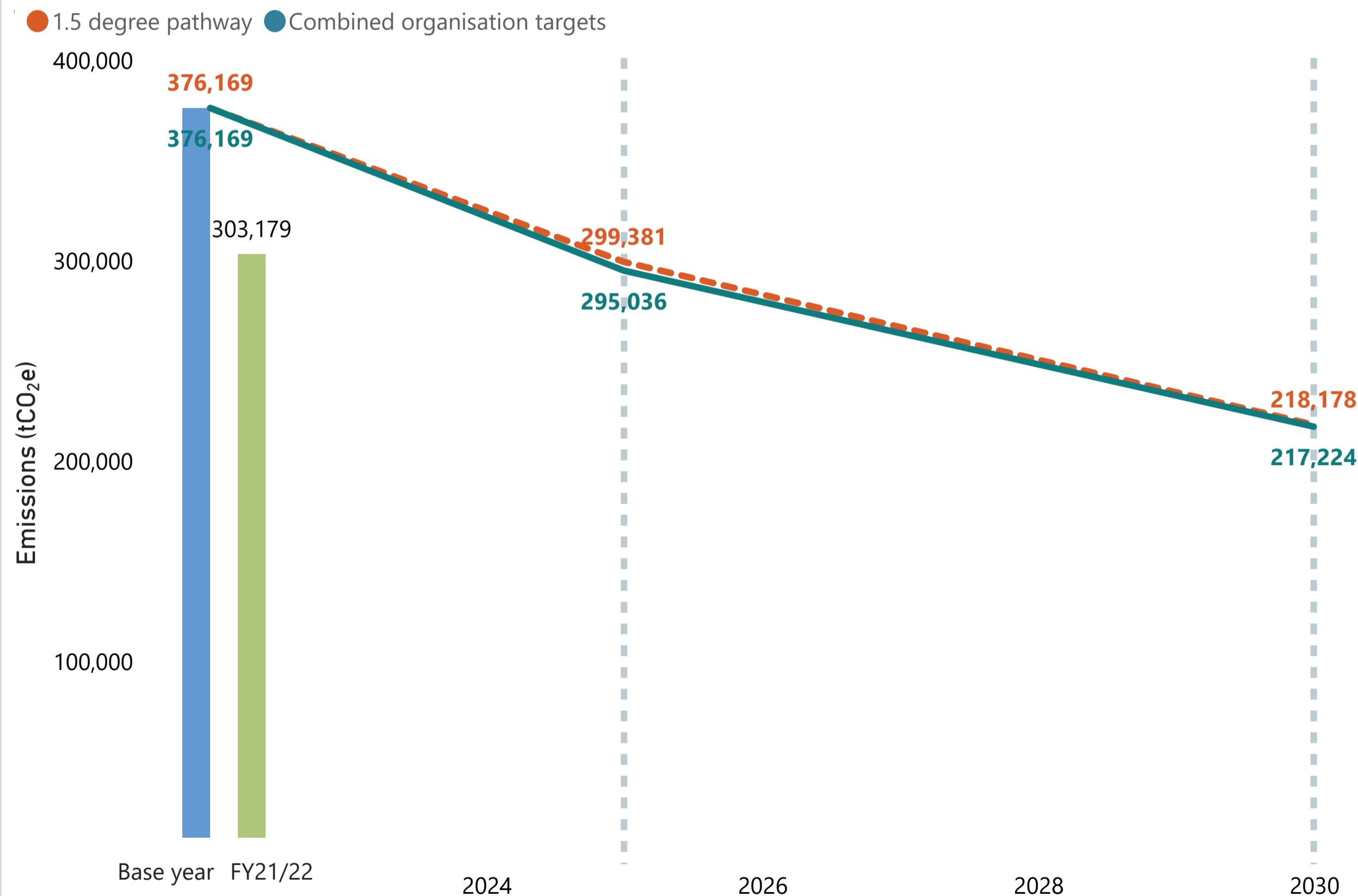
### Percentage of buildings

■ 4 star or above ■ Less than 4 star

The Carbon Neutral Government Programme aims to accelerate emissions reductions in the Public Sector, demonstrating leadership to other sectors of the economy. 100% of Tranche 1 organisations (39 departments, departmental agencies and the Executive Branch) reported their 2021/22 financial year emissions to the Programme for the first time. Organisations are required to measure and report their emissions annually, and set emissions reduction targets and plans consistent with a 1.5 degree reduction pathway. Tranches 2 and 3 will report to the Programme in December 2023.

• **All emissions figures are reported in tonnes of carbon dioxide equivalent (tCO<sub>2</sub>e)**

## Progress towards emissions reduction targets



'Base year' represents the total emissions from base years of all organisations. Organisations can select a base year between FY15/16 and FY21/22.

303,179	-72,991 (-19%)	1.5 degree target	Combined org targets
Total emissions FY 21/22	Change since base year	2025 20%	2025 22%
		2030 42%	2030 42%

## Top 10 emissions sources

Source	Base year emissions	FY21/22 emissions	% of Tranche 1 total	% change since base year
<b>Scope 1</b>				
Agriculture (all emissions)	17,651	17,148	6%	-3%
Stationary combustion - natural gas and LPG	24,726	23,382	8%	-5%
Transport fuels - aviation	43,347	33,113	11%	-24%
Transport fuels - other (eg. shipping fuel)	26,869	20,622	7%	-23%
Transport fuels - vehicle fleet	63,595	52,930	17%	-17%
<b>Scope 2</b>				
Electricity	36,897	37,811	12%	2%
<b>Scope 3 (mandatory)</b>				
Air travel domestic	30,660	19,043	6%	-38%
Air travel international	54,644	20,803	7%	-62%
Waste (to landfill)	16,325	10,260	3%	-37%
<b>Scope 3 (other material)</b>				
Other (e.g. staff commuting, investments, leased assets)	10,409	11,205	4%	8%

## FY21/22 emissions by scope

Scope	Emissions (tCO <sub>2</sub> e)	% of Tranche 1 total
Scope 1	163,807	55%
Scope 2	37,821	13%
Scope 3 (mandatory)	77,156	26%
Scope 3 (other material)	21,296	7%

\*Scope 3 mandatory emissions include: business travel, freight, staff working from home, transmission and distribution losses from electricity, water, waste water and waste to landfill.



# Progress by organisation

Emissions reduction progress for each organisation is measured against their base year over time. Organisations set 2025 and 2030 reduction targets consistent with a 1.5 degree reduction pathway and based on the reduction potential within the organisation. The size and nature of the organisation's work affects the size of their emissions, the extent these can be reduced and the time this will take. To give a sense of the challenge, each organisation has rated the reduction potential of their top 3 emissions sources. Emissions are reported in tonnes of carbon dioxide equivalent (tCO<sub>2</sub>e).

Organisation information					FY 21/22 progress		Alignment to 1.5 degree targets		Progress towards reducing main emissions areas			
Organisation	FTEs	Expenditure (millions)	Base year	Base year emissions	Total gross emissions	Total change since base year	2025 target	2030 target	Top 3 emission sources	Reduction potential	Change since base year	Key reduction initiatives
Crown Law Office	215	\$82	19/20	247	122	-125 (-51%)	●	●	Air travel domestic Air travel international Purchased goods and services	*** *** ***	-17% -100% -39%	Reduce number of flights taken, reduce paper usage, explore Wellington accommodation options, reduce landfill waste
Department of Conservation	2,466	\$576	20/21	11,091	9,326	-1,765 (-16%)	●	●	A1 jet fuel Diesel Wastewater	** ** *	-7% -17% -38%	Remove remaining coal; investigate emerging technology such as heavy lift drones, fleet transition, hydrogen fuel cells
Department of Corrections	9,764	\$1,493	20/21	51,284	48,978	-2,306 (-4%)	●	●	Stationary combustion Agriculture Electricity	** ** **	-4% -3% -4%	Transition fossil fuelled boilers (stationary combustion), land use feasibility and options assessment (agriculture), energy efficiency (electricity)
Department of Internal Affairs (includes the Ministry for Ethnic Communities)	1,942	\$587	20/21	4,755	4,515	-240 (-5%)	●	●	Air travel Electricity Natural Gas	** ** **	-5% 2% 1%	Public reporting of Ministerial air travel, revision of travel policy, energy efficiency projects, gas hot water conversion, fleet transition to EVs
Department of the Prime Minister and Cabinet	305	\$157	19/20	925	816	-109 (-12%)	●	●	Air travel domestic Natural Gas distributed commercial Air travel long haul	*** ** ***	12% 44% -47%	Fleet optimisation and transition to EVs, revision of travel policy, updated motor vehicle policy, increase data quality
Education Review Office	222	\$35	20/21	690	465	-225 (-33%)	●	●	Air travel domestic Transport fuels - vehicle fleet Domestic accommodation	** ** **	-39% -12% -41%	Develop plans to achieve air travel reduction targets, fleet transition to EVs
Government Communications Security Bureau			18/19	2,707	1,760	-947 (-35%)	●	●				Details withheld under Section 6 of the Official information Act. Reduction plan under development
Inland Revenue	3,819	\$682	18/19	5,474	2,076	-3,398 (-62%)	●	●	Freight (mail and courier) Electricity Air travel domestic	*** *** **	-5% -42% -89%	Postal options analysis, fleet optimisation and transition to EVs, NABERSNZ building assessments, LED lighting upgrades, waste management practices enhancements
Land Information New Zealand	812	\$178	19/20	927	436	-490 (-53%)	●	●	Natural Gas Electricity Staff working from home	*** ** **	4% -4% 977%	Looking at moving to a more energy efficient building, energy efficiency upgrades, revision of travel policy

# Progress by organisation

Emissions reduction progress for each organisation is measured against their base year over time. Organisations set 2025 and 2030 reduction targets consistent with a 1.5 degree reduction pathway and based on the reduction potential within the organisation. The size and nature of the organisation's work affects the size of their emissions, the extent these can be reduced and the time this will take. To give a sense of the challenge, each organisation has rated the reduction potential of their top 3 emissions sources. Emissions are reported in tonnes of carbon dioxide equivalent (tCO<sub>2</sub>e).

Organisation information					FY 21/22 progress		Alignment to 1.5 degree targets		Progress towards reducing main emissions areas			
Organisation	FTEs	Expenditure (millions)	Base year	Base year emissions	Total gross emissions	Total change since base year	2025 target	2030 target	Top 3 emission sources	Reduction potential	Change since base year	Key reduction initiatives
Manatū Taonga Ministry for Culture and Heritage	182	\$39	19/20	261	175	-86 (-33%)	●	●	Air travel Staff commuting Landfilled waste	** ** ***	-51% -26% 136%	Behavioural change initiatives to reduce air travel, adaptations to travel policies, carbon budgeting, data improvements, emissions reduction plan
Ministry for Pacific Peoples	134	\$31	21/22	86	86	0 (0%)	●	●	Air travel domestic Electricity Air travel international	** ** **	0% 0% 0%	Review travel policy, fleet monitoring and transition to hybrid vehicles, energy efficient upgrades, identify opportunities to reduce electricity use
Ministry for Primary Industries	3,539	\$767	18/19	11,162	4,264	-6,898 (-62%)	●	●	Air travel domestic Diesel (vehicle fleet) Electricity	** ** **	-67% 6% 10%	Increase regional presence, change methods of travel, transition to EVs where suitable options exist, investigate lower emission alternatives for specialist vehicles
Ministry for the Environment	828	\$170	17/18	1,324	443	-881 (-67%)	●	●	Air travel international Electricity Air travel domestic	*** ** **	-78% -16% -77%	Various travel related initiatives, reducing waste to landfill including through procurement decisions, Green Star 6 rated office building.
Ministry for Women	36	\$14	18/19	133	13	-120 (-90%)	●	●	Air travel international Air travel domestic Electricity	*** ** *	-100% -80% -21%	Review international and national travel requests against a range of criteria
Ministry of Business, Innovation and Employment	6,015	\$1,261	18/19	10,672	4,239	-6,433 (-60%)	●	●	Air travel domestic Air travel international Electricity	*** *** **	-58% -83% 5%	Align staff travel budgets and procedures with emissions reduction targets, fleet optimisation and transition, energy efficiency projects, property consolidation
Ministry of Defence	166	\$811	18/19	2,089	750	-1,339 (-64%)	●	●	Air travel international Air travel domestic Business travel other (accommodation)	*** *** ***	-69% 78% -62%	Reduce air travel with new travel policy, use EV or hybrid vehicles for business travel, regular internal emissions reporting
Ministry of Education	4,085	\$3,150	18/19	5,744	4,047	-1,697 (-30%)	●	●	Air travel Transport fuels - vehicle fleet Electricity	** *** **	-44% -46% 1%	Update travel policy, flight reporting, fleet transition to EVs, uptake of EV taxis and rental cars, coms & staff engagement, building energy efficiency, waste management plan
Ministry of Foreign Affairs and Trade	1,742	\$1,525	18/19	33,578	23,383	-10,195 (-30%)	●	●	Air travel international Electricity Freight	*** ** **	-53% 13% 26%	Introduction of digital diplomacy technology, revision of travel policy, energy efficiency measures, investigation of solar for Ministry owned properties, fleet transition where practicable.

# Progress by organisation

Emissions reduction progress for each organisation is measured against their base year over time. Organisations set 2025 and 2030 reduction targets consistent with a 1.5 degree reduction pathway and based on the reduction potential within the organisation. The size and nature of the organisation's work affects the size of their emissions, the extent these can be reduced and the time this will take. To give a sense of the challenge, each organisation has rated the reduction potential of their top 3 emissions sources. Emissions are reported in tonnes of carbon dioxide equivalent (tCO<sub>2</sub>e).

Organisation information					FY 21/22 progress		Alignment to 1.5 degree targets		Progress towards reducing main emissions areas			
Organisation	FTEs	Expenditure (millions)	Base year	Base year emissions	Total gross emissions	Total change since base year	2025 target	2030 target	Top 3 emission sources	Reduction potential	Change since base year	Key reduction initiatives
Ministry of Health (includes the Cancer Control Authority)	863	\$721	19/20	1,966	1,344	-622 (-32%)	●	●	Travel Electricity Waste	*** ** **	-45% 45% -73%	Revision of travel policy, digital transformation, energy efficient upgrades, waste streaming improvement, fleet transition to fully hybrid electric by 2025
Ministry of Housing and Urban Development	332	\$75	20/21	213	156	-56 (-27%)	●	●	Air travel domestic Electricity Staff working from home	** ** **	-30% -17% -9%	Energy-saving initiatives, identify ways to reduce travel emissions, improve waste data collection, staff engagement and communication
Ministry of Justice	4,233	\$732	20/21	10,679	11,560	881 (8%)	●	●	Electricity Waste (to landfill) Air travel domestic	** ** **	1% 6% 2%	Fleet transition to EVs, waste audits, improve waste guidelines, reduce electricity consumption, update travel policy, behaviour change initiatives, improve data quality
Ministry of Social Development	8,800	\$1,565	18/19	6,235	5,451	-784 (-13%)	●	●	Electricity Air travel Fleet	** *** ***	-3% -23% -56%	Energy audits and efficiency, update travel policy, investigate air travel budgets, fleet transition to EVs, review courier use and consolidate and digitalise, waste audit and campaign
Ministry of Transport	241	\$55	19/20	370	135	-234 (-63%)	●	●	Air travel Natural Gas distributed commercial Electricity	*** * **	-82% -19% -3%	Revision of travel policy and implementation of carbon budgets, development of a property strategy, energy audit of office space
National Emergency Management Agency	150	\$37	19/20	253	307	53 (21%)	●	●	Air travel domestic Natural Gas distributed commercial Electricity	* *** **	25% N/A 167%	Fleet optimisation and transition to hybrid electric vehicles, revision of travel policy, updated motor vehicle policy, increase data quality
New Zealand Customs Service	1,519	\$198	19/20	2,705	1,834	-872 (-32%)	●	●	Transport fuels - vehicle fleet Travel Electricity	** ** **	11% -54% -8%	Fleet optimisation and transition to EVs, behaviour change initiatives to reduce travel, investigate energy efficiency upgrades for buildings
New Zealand Defence Force	11,891	\$3,147	16/17	147,364	118,163	-29,201 (-20%)	●	●	Transport fuel Air travel Stationary energy (e.g. coal, natural gas, diesel)	** ** **	-23% -66% -5%	Commercial fleet transition, investigate alternative fuels viability, revised travel policy, development of energy and waste management strategies
New Zealand Police	14,899	\$2,280	18/19	48,785	47,648	-1,138 (-2%)	●	●	Transport fuels - vehicle fleet (petrol) Staff commuting Electricity	** ** **	-10% 3% 6%	Update fleet strategy, develop and introduce Sustainability Strategy, NABERSNZ assessments, EV transition trials, engage with suppliers for desired outcomes



# Progress by organisation

Emissions reduction progress for each organisation is measured against their base year over time. Organisations set 2025 and 2030 reduction targets consistent with a 1.5 degree reduction pathway and based on the reduction potential within the organisation. The size and nature of the organisation's work affects the size of their emissions, the extent these can be reduced and the time this will take. To give a sense of the challenge, each organisation has rated the reduction potential of their top 3 emissions sources. Emissions are reported in tonnes of carbon dioxide equivalent (tCO<sub>2</sub>e).

Organisation information					FY 21/22 progress		Alignment to 1.5 degree targets		Progress towards reducing main emissions areas			
Organisation	FTEs	Expenditure (millions)	Base year	Base year emissions	Total gross emissions	Total change since base year	2025 target	2030 target	Top 3 emission sources	Reduction potential	Change since base year	Key reduction initiatives
New Zealand Security Intelligence Service			18/19	1,799	1,338	-461 (-26%)	●	●				Details withheld under Section 6 of the Official information Act. Reduction plan under development
Oranga Tamariki Ministry for Children	4,665	\$1,406	21/22	6,676	6,676	0 (0%)	●	●	Transport fuels - vehicle fleet Electricity Staff commuting	*** ** **	0% 0% 0%	Fleet optimisation and transition to EVs, smart vehicle booking system, home insulation and double glazing
Parliamentary Counsel Office	83	\$20	19/20	35	18	-17 (-49%)	●	●	Air travel Electricity Waste (to landfill)	** ** **	-93% 4% 0%	Focus on opportunities to reduce top emission sources of travel, electricity & waste
Serious Fraud Office	78	\$14	21/22	102	102	0 (0%)	●	●	Air travel Electricity Natural Gas	** ** ***	0% 0% 0%	Revision of travel options, energy efficiency projects, energy efficient upgrades, alignment of WFH policy, explore reduction opportunities
Social Wellbeing Agency	31	\$7	19/20	102	28	-74 (-73%)	●	●	Air travel Electricity Waste (to landfill)	*** ** **	-97% 6% 0%	Introduce carbon budgeting, revision of travel policy, behaviour change initiatives to reduce energy use and waste
Statistics New Zealand	1,496	\$228	18/19	2,926	1,293	-1,633 (-56%)	●	●	Air travel Electricity Staff working from home	*** ** **	-69% 41% 12%	Air travel emission budgets, travel request forms, intranet education on behaviour change, recruit Sustainability Advisor, environmental programme
Te Arawhiti	189	\$50	18/19	332	328	-4 (-1%)	●	●	Air travel domestic Waste (to landfill) Business travel other (rental cars)	** *** **	-8% 85% 69%	Development of travel guidance, revision of WFH policy, revision of sustainable accommodation partners, waste education programme, waste audit
Te Kawa Mataaho Public Service Commission	193	\$44	21/22	207	207	0 (0%)	●	●	Staff commuting Electricity Natural Gas	** ** **	0% 0% 0%	Energy audit, carbon budgets for travel, develop a carbon policy to change behaviour and minimise energy waste around the building
Te Puni Kōkiri	424	\$87	18/19	1,142	562	-580 (-51%)	●	●	Air travel domestic Transport fuels - vehicle fleet Electricity	** *** **	-56% -42% -3%	Fleet transition to EVs, air travel reductions, staff education on waste disposal
Te Tai Ōhanga The Treasury	556	\$109	18/19	1,129	135	-994 (-88%)	●	●	Air travel Staff working from home Electricity	*** * **	-96% 149% 77%	Ambitious travel policy, regular waste audits, settings in place to maximise energy efficiency



### Overview

This report provides the Minister of Finance, the Minister for Climate Change and the Associate Minister of Finance with an update on progress under the Government's \$219.54m\* State Sector Decarbonisation (SSD) Fund.

\*of which \$0.58m has been allocated to the Ministry for the Environment, leaving EECA responsible for \$218.96m.

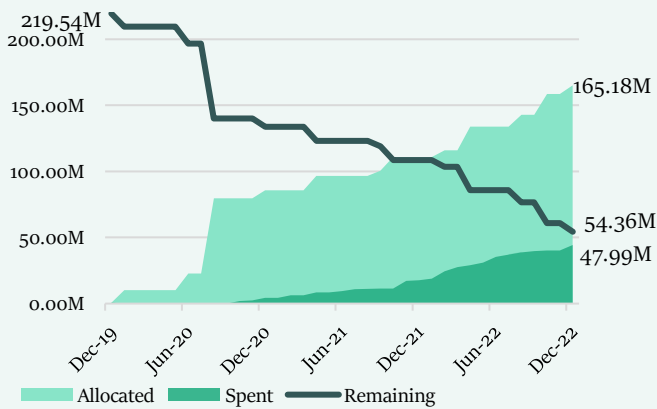
### Recent Activity

- We are finalising the Tranche 14 project approval briefing which will be sent to Ministers in early March. This tranche includes projects to the value of \$49.972 million, with associated emissions reductions of 254,676 tonnes over ten years.
- Should Ministers approve this funding, there will be [REDACTED]
- [REDACTED]

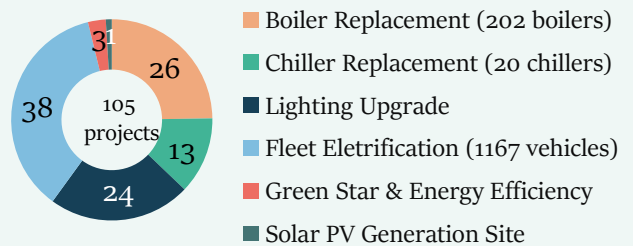
### Potential Risks

- No additional projects are at risk of delivery since the November update. NZDF's Burnham coal boiler replacement project is now the only project that remains at risk of delivery due to significant cost overruns and project complexity. The Tranche 14 approval briefing will include advice on options to support this project going forward.
- Te Whatu Ora - Waitemata have revised their project due to difficulty procuring second hand electric vans. They will now purchase seven new electric vans and will no longer require charging infrastructure (repurposing this portion of SSD Funding to support fleet costs). Total SSD Funding remains unchanged as Te Whatu Ora - Waitemata will bear any additional costs for the project out of their own budget. Refer to Appendix Two for further details.

### Funding Allocation to Date



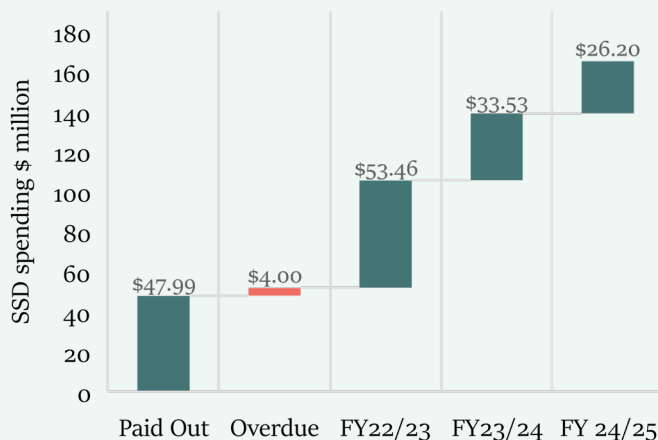
### Number of Projects by Type



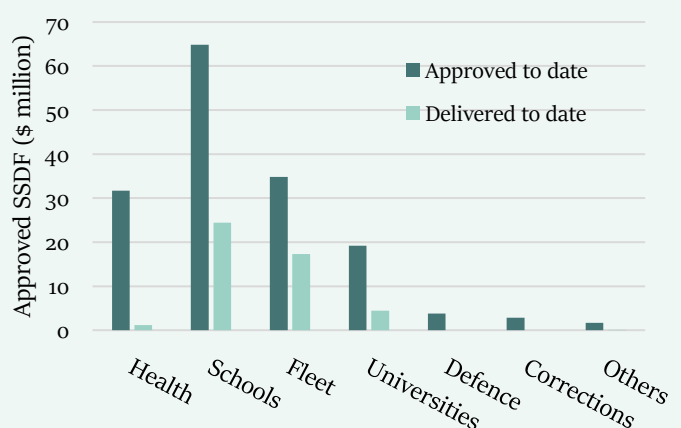
Committed CO2 Reductions:  
**69,103 tonnes p.a.**

Delivered CO2 Reductions:  
**6,304 tonnes p.a.**

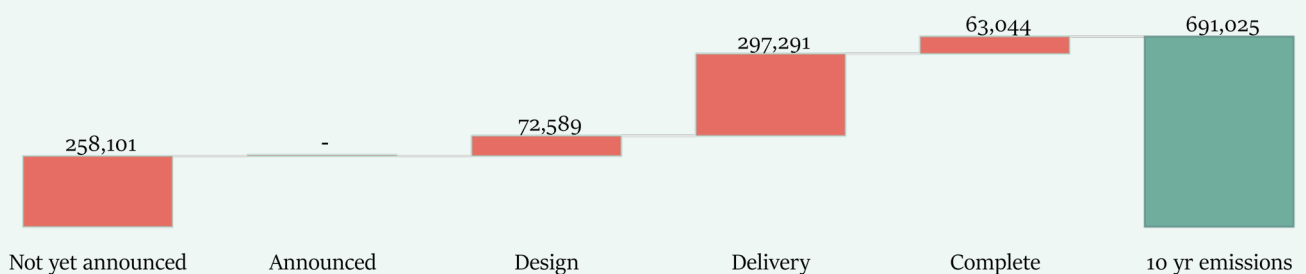
### SSDF Financial Milestones by Status



### Funding Approved to Date by Sector



### SSD Fund Emissions Savings by Project Status (10 yr t CO<sub>2</sub>)



## Appendix One: State Sector Decarbonisation Fund (SSDF) spend profile by Vote as of 28 February 2023

Vote	SSD Funding	Total funding paid out to date	Percentage of funding allocated spent	Overdue	Forecast Spend 2022/23	Forecast Spend 2023/24	Forecast Spend 2024/25
Education	64.924M	24.534M	38%	0.000M	21.739M	13.414M	5.237M
Business, Science, and Innovation*	31.691M	9.549M	30%	0.000M	11.099M	11.038M	0.005M
Health	42.688M	4.446M	10%	0.000M	11.846M	8.264M	18.132M
Conservation	4.245M	4.245M	100%	0.000M	0.000M	0.000M	0.000M
Defence Force	4.823M	0.459M	10%	3.840M	0.262M	0.262M	0.000M
Corrections	4.086M	0.676M	17%	0.000M	0.581M	0.000M	2.829M
Social Development	3.416M	1.094M	32%	0.000M	2.322M	0.000M	0.000M
Police	2.080M	0.644M	31%	0.000M	1.056M	0.380M	0.000M
Agriculture, Biosecurity, Fisheries, and Food Safety	1.553M	0.070M	5%	0.000M	1.406M	0.077M	0.000M
Parliamentary Service	1.290M	0.650M	50%	0.000M	0.640M	0.000M	0.000M
Revenue	1.015M	1.015M	100%	0.000M	0.000M	0.000M	0.000M
Maori Development	0.493M	0.493M	100%	0.000M	0.000M	0.000M	0.000M
Statistics	0.108M	0.108M	100%	0.000M	0.000M	0.000M	0.000M
Labour Market	0.561M	0.561M	100%	0.000M	0.000M	0.000M	0.000M
Education Review Office	0.135M	0.000M	0%	0.000M	0.135M	0.000M	0.000M
Internal Affairs	1.487M	0.075M	5%	0.000M	1.412M	0.000M	0.000M
CNGP Establishment	<b>0.580M</b>	<b>0.580M</b>	<b>100%</b>				
<b>Total</b>	<b>165.178M</b>	<b>48.619M</b>	<b>29%</b>	<b>3.840M</b>	<b>52.498M</b>	<b>33.435M</b>	<b>26.203M</b>

\*these are for Crown entity projects that are spread across portfolios

## Appendix Two: State Sector Decarbonisation Fund (SSDF) At Risk Projects as of 31 January 2023

Organisation	Sector	Location	Project	Date of drawdown approval	Project Cost (\$m)	SSD Funding (\$m)	Co-funding	Original completion date	Project status
<b>NZ Defence Force</b>	Defence Force	Burnham	Coal boiler replacement	16/06/2020	9.600	3.840	40%	26/04/2024	Project projected to be significantly over budget. EECA and NZDF are working to resolve this given the commitment to remove all coal boilers from the State sector by 2025.

## Appendix Three: State Sector Decarbonisation Fund (SSDF) Resolved At Risk Projects as of 31 January 2023

Organisation	Sector	Location	Project	Date of drawdown approval	Project Cost (\$m)	SSD Funding (\$m)	Co-funding	Original completion date	Project status
<b>Te Whatu Ora - Waitemata</b>	Health	Fleet	Electric vehicles (10) & charging infrastructure	26/06/2021	0.316	0.158	50%	31/05/2022	Te Whatu Ora – Waitemata will now use the funding to purchase 7 new EV vans, rather than second hand vans. They will not require charging infrastructure for these due to existing infrastructure from previous projects. They will bear any additional costs for the project out of their own budget