

# NLTP Executive Sub Committee

Friday, 30 July 2021  
2-3.30pm

**Executive Sponsor:** Nicole Rosie

**Audience:** Nicole Rosie, Matthew Walker, Brett Gliddon, Karen Jones, Howard Cattermole, Barbara Tebbs, Richard May, Vanessa Browne, Brigit Stephenson, Gareth Hughes, David Darwin, Todd Webb



# Agenda

Prepared by: Various, papers compiled by NLTP Development

NLTP Development	Presenter	For	Timing
NLTP Publication Front Section Review NLTP Launch Communications Plan	Jan McCarthy	Discussion	2.00-2.20
NLTP Recommendations – draft presentation to Board Chair will be circulated at meeting	Ben White/Todd Webb	Discussion	2.20-3.20
Coastal Shipping activity class	Barbara Tebbs	Discussion	3.20-3.25
Climate Assessment of the draft NLTP 21-24	Lisa Rossiter	Discussion	3.25-3.30

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# Communications & Publication

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## NLTP Publication & Launch Communications Plan

### Purpose:

To provide an update on the:

- NLTP publication front section
- NLTP Launch Communications Plan

### Paper prepared by:

Jan McCarthy

### Paper presented by:

Jan McCarthy

[Link to draft NLTP publication front section here](#)

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# NLTP Recommendations

- draft presentation to Board Chair will be circulated at meeting

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# Coastal Shipping Activity Class

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## Coastal Shipping Activity Class

### Purpose:

- 1) Provide an update on the work to establish the new Coastal Shipping activity class
- 2) Indicate the next steps required.

### Paper prepared by:

Blake Sheppard, Alexandro Sikiotis, Michelle McCormick

### Paper presented by:

Barbara Tebbs

## Recommendations

The sub-committee is asked to **note** the contents of this paper

## Background

1. The coastal shipping activity class has \$30m to invest over the 2021-24 NLTP (i.e. \$10m/year)
2. The results we are seeking from the activity class are:
  - reducing the sector's greenhouse gases
  - enhancing the sector's resilience; and
  - improving the domestics sector's competitiveness (including increasing freight mode share for coastal shipping).

## Key Points

3. *We are developing the strategic direction and decision making process:*
  - To best deliver these desired results we are developing the strategic direction for investment and decision making process for allocating funds. We will seek proposals that deliver these results, as opposed to seeking proposals for specific activities (e.g. we could ask the market to submit proposals that increase mode share and achieve emissions reduction as opposed to asking the market to submit proposals for new coastal shipping services)
  - This strategic direction for investment and decision making process are being informed by work undertaken by independent consultants, including targeted engagement with sector stakeholders, and identifying potential activities that could be funded through the activity class
  - We anticipate that our strategic direction for investment will also seek to leverage other organisations' funding to increase the impact of investments made through the activity class



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### Key Points (cont ...)

4. *We are proposing to use a slightly unorthodox funding mechanism that will require Ministerial approval*
  - To enable this process, we will be proposing that Waka Kotahi be responsible for procuring and managing delivery of the activities directly (as is done for State highways), as existing approved organisations are unlikely to enable the results to be achieved at a national level due to the inter-regional nature of coastal shipping (local councils have a significant financial interest in their local ports)
  - To allow Waka Kotahi to do this we require the Minister to make a direction to Waka Kotahi in accordance with s112 of the Crown Entities Act 2004 to carry out this additional function



# Climate Assessment of the draft NLTP 21-24

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## Climate assessment of the draft NLTP 21-24

### Purpose:

- 1) Provide an update on the climate assessment of the draft NLTP
- 2) Indicate next steps and potential scope for the draft NLTP 2021-24 to become more climate positive

### Work being undertaken by:

Vaibhav Kawale, Daniil Ishvin, Maria Ioannou, Aurecon, Rob Hannaby, Ian Binnie

### Paper presented by:

Lisa Rossiter

### Background

1. The draft NLTP 2021-24 climate assessment used the Waka Kotahi CATI (Climate Assessment Tool for Investment), using 1 July TIO extract. CATI is a new tool and remains in development.
2. CATI provides:
  - a qualitative not quantitative potential emissions profile of an investment programme
  - a three-year snapshot of enabled emissions (i.e. vehicle use), not construction or operating emissions
  - an assessment of input across three categories:
    - potential to increase emissions (e.g. increasing road capacity for vehicles)
    - potential to maintain emissions (e.g. operations, maintenance, and business cases)
    - potential to reduce emissions (e.g. public transport and active modes)

### Key points

1. Overall, the emissions reduction potential of the draft NLTP 2021-24 is low
2. 17% potential to increase emissions, 60% potential to maintain emissions, 23% potential to reduce emissions
3. Activities with potential to maintain emissions are:
  - 76% maintenance and operations for the current system – currently generating year on year growth in emissions
  - business cases and property purchases for the future system that may not align with emission objectives, and which shape the future system and investment
4. When non-NLTF investments are included e.g. NZUP, the investment profile is more climate negative



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## Next steps and potential scope for NLTP 2021-24 to become more climate positive

1. Maximise emissions reduction potential of any new investment e.g. shared/active mode infrastructure and services, mode shift for freight, supporting behaviour change, speed management, accelerate ATAP/LGWM activities with high emissions reduction potential and activities within other mode shift plans not currently funded
2. Maximise the emissions reduction potential of existing investments e.g. low cost low risk and/or non-infrastructure interventions to increase the effectiveness, reach and connectedness of PT/active mode investments
3. Minimise the potential emission increases of activities approved but not yet contracted, by reviewing for opportunities to reschedule, re-design, mitigate or stop
4. Review business cases and property purchases captured in the 'potential to maintain emissions' category, to determine future impact on emissions and determine whether to re-scope to maximise potential emission reductions

## NLTP climate assessment detailed rating (All NZ)

