

Sustainability, Climate Action and Resilience post-COVID

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COVID19 has...

- Changed our fiscal context. At all scales.
- Shifted public attitudes to change but also reignited perspectives on what is possible.
- **Not** changed our climate action and transformation imperative



three key opportunities

different ways of working



- We need to share our collective experiences of remote working and living, building on the positives, but recognising the extreme context of COVID-19.
- We may not need to, or want to, stay at home every day of the week, but if we can work remotely and live locally more often, we will still help to lower congestion, reduce our transport emissions and create better places for living.
- We need to understand what this shift will mean to our communities and neighbourhoods, how this affects our city systems.

three key opportunities

- COVID-19 has shown us the importance of strong social networks in times of crisis and transition.
- We must use the COVID-19 experience to ensure we are all more resilient to the next shocks that hit our communities and our economy.
- We need to understand what support networks, mechanisms and interventions have been most successful in preparing and supporting our communities - and why.
- We need to address the inequalities in the standard of our built environment and our access to a healthy, thriving natural environment as these have been highlighted as critical drivers of our personal and community wellbeing.

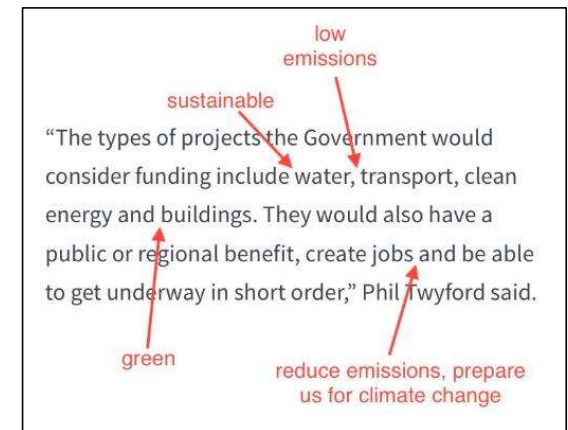
community resilience building



three key opportunities

- COVID-19 has spotlighted key vulnerabilities in our economy that need to be addressed.
- We must use the COVID-19 circuit breaker to reimagine our economy and kick start its transition to one that is more **resilient, regenerative, distributive** and **low-emissions**.
- We need to re-orient business models to focus on ensuring natural resources are extracted no faster than they can be replenished.
- At a city-scale we need to stop thinking about 19th Century 'infrastructure' and start thinking about the critical systems that allow our 21st Century cities to thrive.

reset not
rebuild



Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan

Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan

A Tāmaki Makaurau Response ensures that the plan:

- focusses on Te Ora ō Tamaki: The wellbeing of Tāmaki
- is collaborative and supports Auckland to act together
- reflects the diverse voices of Auckland
- has actions that are equal and fair
- gives voice to our Rangatahi/ youth
- recognises our international, national and regional obligations

Reducing our emissions *Mitigation*

- Our emissions pathway
- Auckland's emissions profile
- A decarbonisation pathway
- What can I do?

Preparing for change *Adaptation*

- Our future climate
- Auckland's climate risks
- Our approach to adaptation

EIGHT PRIORITIES

Natural
Environment

Transport

Community &
Coast

Energy &
Industry

Built
Environment

Economy

Te Puāwaitanga
ō te Tātai

Food

OUR Auckland
TŌ TĀTOU TĀMAKI MAKĀURAU

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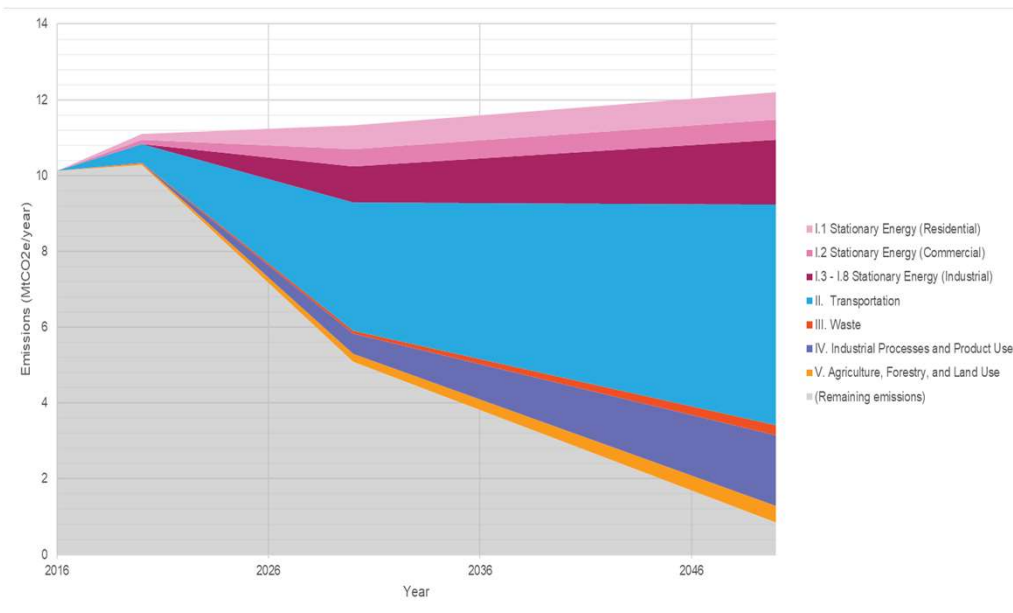
Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan reaches milestone

Published: 21 July 2020

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halving emissions: what does this mean?



- **All sectors** must decarbonise
- The scale of change required to meet 50% by 2030 is significant:
 - Stationary energy 65% [gross emissions reduction]
 - Transport 64%
 - Industrial processes and product use 23%
 - Agriculture 15%
 - Waste 24% [considering a business as usual increase in emissions]

halving emissions: what does this mean?

Some of the modelled climate actions

***by 2030*:**

- All new residential and commercial buildings to operate at net zero emissions.
- 40% of new dwellings are in transit orientated development.
- VKT by private vehicles reduced by 12% as a result of avoided motorised vehicle travel
- Public transport mode share to increase from 7.8% to 24.5%
- **15% increase in fuel efficiency of the freight vehicle fleet (internal combustion engine)**
- **40% of road freight to be electric or zero emission**
- Walking mode share to increase from 4.1% to 6%
- 40% of passenger and light commercial vehicles to be electric or zero emissions
- 10% reduction in methane emissions from livestock
- 23% reduction in GHG emissions from industrial processes
- **8% of road freight to shift to rail**

thank you

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