

ARF001 Climate Change

Risk Status Progress Report March 2020

Description of risk and impact

The New Zealand Government has released strategies and guidelines for the mitigation of climate change effects or adaption to those, having regard to the International Panel on Climate Change 2018 report. This report has created a global climate change movement requiring governments and agencies to act to avoid temperature increases by addressing the underlying causes.

Climate change was identified as the highest priority risk to Council in 2018, and since been brought back to Council meetings for updates on work that is being undertaken by staff. This includes for-information-reports, a Deep Dive Work Shop, and the acknowledgement of the need for a coordinated approach to address the effects climate change by Council by requiring a response through a Chief executive Key performance measure.

Presentations to Council from the public (e.g. Deputation at the Dec 2019 Council meeting by the SeaChange Group) highlight the importance of climate change to the community.

In May 2019, the Deep Dive Workshop with Council introduced staff's current understanding of climate change risks to Council and Far North communities, acknowledging that climate change may also provide economic opportunity. Risks arise from rising temperatures and anticipation of more intense weather events such as storms and drought, projections for sea level rise and coastal erosion, ecological adaptation and potential introduction of pests, all of which affecting community sustainability and Council investment strategies. Economic opportunity for Council and Far North Communities may arise from longer growing seasons and increased tourism as a result of rising temperatures. While the National Risk Assessment prepared under the CECA is expected by mid-2020, FNDC staff is currently actively contributing to the preparation of a regional risk assessment, led by the Northland Regional Council.

FNDC has not declared a Climate Emergency. Work to develop an FNDC Climate Change Road Map is now well underway. A draft is to be presented to the Strategy and Policy Committee May 5, 2020. A Regional Strategy is anticipated in the third quarter of 2020.

Existing Treatments

FNDC is actively developing a road map to address the effects of climate change for the Far North District. In parallel, the Regional Group is developing a Climate Change Strategy which is based on the definition of a hazard line which corresponds to the RCP8.5+ criteria, which in the future may result in a 1.5m rise of the sea level.

The following provides a list of existing treatments:

- Acknowledgement of the climate change as a high risk for Council.
- Implementation of a Chief Executive Key Performance Indicator as per Council Resolution 2019/22. A draft of FNDC Climate Change Road Map will be presented at the May 5, 2020 Strategy and Policy Committee. Work towards the road map has formalized previous staff efforts, while such activities have informed and shaped the draft road map, including:

- Relationship building with staff across all Council divisions in anticipation for representation on a FNDC climate change group. A survey of the leadership group was undertaken, highlighting overall awareness, knowledge and attitude towards climate change and how to address resulting effects;
 - Communication to the public through website updates and a blog to staff;
 - Data collection to develop a carbon footprint for FNCD as an organization. This initiative reviews emissions from Council facilities and choices, including a selection of buildings, water and wastewater treatment plants, as well the travel choices. This carbon footprint will present a baseline analysis based on which Council may consider adjusting operations to reduce emissions.
 - A staff-wide Climate Change task group has been formed, led by the Strategic Planning and Policy, facilitating Council's response to climate change including the formation of implementation actions in the Climate Change Road Map. The most recent meeting has occurred on March 2, 2020.
 - Presentations to SLT occur more frequently. The initial presentation summarized the staff response following the survey. A second presentation should occur in the near future.
 - A multitude of smaller research initiatives have complemented and informed the draft road map, including a best practice review across New Zealand, the review of existing strategies and guidelines as well as a review of questions and concerns received through Council's RFS system.
- Far North 2100:
 - Develops an overarching long-term district-wide strategy and spatial plan to guide management of the District's resource now and for the future. This strategy will inform Council's growth strategy (e.g. the District Plan), financial strategy (e.g. the LTP), transportation strategy and infrastructure strategies etc.
 - Takes into account the district's role as a producer of food and timber, with the additional benefit of forestry acting to off-set CO2 emissions. The strategy will also consider the supply and distribution of water.
 - Considers areas and infrastructure vulnerable to hazards including sea level rise, coastal erosion, or flooding through an adaptive planning approach
 - Considers opportunities for community resilience.
 - Will identify specific implementation projects to facilitate adaption.
- District Plan revision and implementation
 - Reviews the appropriateness of currently operative objectives and regulatory methods to avoid, remedy or mitigate adverse effects, including hazards. In collaboration with NRC sea level rise contours are currently being developed to enable the assessment of affected lands and how to plan for these. Hazard assessment will also consider geotechnical risk due to heavy rain and associated requirements for future growth and development, with the potential to create sliding-scale assessment criteria depending on development categories
 - Reviews the appropriateness of land use and zoning to facilitate economic growth.
- Transportation Strategy
 - Addresses climate change given the potential for more frequent and intense weather events to disrupt a vulnerable transport network, essential services, critical supplies, and commerce.
 - Seeks to provide proactive resiliency and reliability strategies to ensure "Lifelines are maintained all day, every day".
 - Includes strategies for sustainable transport and mobility choices for walking and cycling, and encourages clean green transport modes and fuels, reducing the need to travel, and the development of Dynamic Adaptive Pathways to follow when climate trigger points are reached.
- Participation in the Tai Tokerau Climate Change Action Working Group:
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- to create a framework for an approach to adapting to the effects climate change which is consistent across the Northland Councils.
- to develop a draft work program and is progressing its communication plan. These plans will be presented at the CE Forum as per the Group's Terms of Reference.
- included iwi liaison representatives to ensure climate change initiatives will developed in partnership with iwi.

Where are the gaps? / what more could we be doing?

As discussed in an earlier report to Assurance, Risk and Finance Committee, limited staff and time resources are hindering or slowing climate change-related work. While the development of the road map was successfully led and completely by the Strategy Group, the response to climate change is an organization-wide issue. The road map will indicate where such responsibilities fall. However, buy-in will have to at the SLT level and climate change implementation will have to passed down to staff through the various levels of leadership. Following the approval of the draft road map through SLT, Committee and Council, work priorities that respond to the effects of climate change through either mitigation or adaptation will have to be developed and included into Council's next Long-Term Plan. This may involve costing of projects, increased budgets and increased support through the organization, committees and Council, and engagement with the public.

Inherent Risk:	Trend	Residual Risk:	Accountable:	CEO	Date raised:	29/11/18	Report frequency:
	—		Responsible:	GM SPP	Date accepted:	30/05/19	Six monthly