

# Kingborough



## COUNCIL MEETING AGENDA

NOTICE is hereby given that an Ordinary meeting  
of the Kingborough Council will be held on  
Monday, 9 November 2020 at 5.30pm

# Kingborough Councillors 2018 - 2022



**Mayor**  
**Councillor Dean Winter**



**Deputy Mayor**  
**Councillor Jo Westwood**



**Councillor Sue Bastone**



**Councillor Gideon Cordover**



**Councillor Flora Fox**



**Councillor David Grace**



**Councillor Amanda Midgley**



**Councillor Christian Street**



**Councillor Steve Wass**



**Councillor Paula Wriedt**

# QUALIFIED PERSONS

In accordance with Section 65 of the *Local Government Act 1993*, I confirm that the reports contained in Council Meeting Agenda No. 21 to be held on Monday, 9 November 2020 contain advice, information and recommendations given by a person who has the qualifications or experience necessary to give such advice, information or recommendations.



Gary Arnold  
GENERAL MANAGER

Tuesday, 3 November 2020

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## **GUIDELINES FOR PUBLIC QUESTIONS**

### **Section 31 of the *Local Government (Meeting Procedures) Regulations 2015***

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Questions from the public may either be submitted to the General Manager in writing or asked verbally at an Ordinary Council meeting. Any question asked must only relate to the activities of Council [Section 31(2)(b)].

This guideline is provided to assist the public with the requirements of Public Question Time as set out in the *Local Government (Meeting Procedures) Regulations 2015* as well as determinations made by Council. You are reminded that the public question forum is designed to accommodate questions only and neither the questions nor answers will be debated.

#### **Questions on Notice**

Written questions on notice must be received at least seven (7) days before an Ordinary Council meeting [Section 31(1)] and must be clearly headed 'Question/s on Notice'. The period of 7 days includes Saturdays, Sundays and statutory holidays but does not include the day on which notice is given or the day of the Ordinary Council meeting [Section 31(8)].

#### **Questions Without Notice**

The Chairperson of an Ordinary Council meeting must ensure that, if required, at least 15 minutes is made available for public questions without notice [Section 31(3)]. A question without notice must not relate to any matter that is listed on the agenda for that meeting.

A question by any member of the public and an answer to that question is not to be debated at the meeting [Section 31(4)]. If a response to a question cannot be provided at the meeting, the question will be taken on notice and will be included in the following Ordinary Council meeting agenda, or as soon as practicable, together with the response to that question.

There is to be no discussion, preamble or embellishment of any question asked without notice, and the Chairperson may require that a member of the public immediately put the question.

The Chairperson can determine whether a question without notice will not be accepted but must provide reasons for refusing to accept the said question [Section 31 (6)]. The Chairperson may require a question without notice to be put on notice and in writing.

The Chairperson may rule a question inappropriate, and thus inadmissible if in his or her opinion it has already been asked, is unclear, irrelevant, offensive or relates to any matter which would normally be considered in Closed Session. The Chairperson may require that a member of the public immediately put the question.

AGENDA of an Ordinary Meeting of Council  
Kingborough Civic Centre, 15 Channel Highway, Kingston  
Monday, 9 November 2020 at 5.30pm

## 1 AUDIO RECORDING

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The Chairperson will declare the meeting open, welcome all in attendance and advise that Council meetings are recorded and made publicly available on its website. In accordance with Council's policy the Chairperson will request confirmation that the audio recording has commenced.

## 2 ACKNOWLEDGEMENT OF TRADITIONAL CUSTODIANS

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The Chairperson will acknowledge the traditional custodians of this land, pay respects to elders past and present, and acknowledge today's Tasmanian Aboriginal community.

## 3 ATTENDEES

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### Councillors:

Mayor Councillor D Winter  
Deputy Mayor Councillor J Westwood  
Councillor S Bastone  
Councillor G Cordover  
Councillor F Fox  
Councillor D Grace  
Councillor A Midgley  
Councillor C Street  
Councillor S Wass  
Councillor P Wriedt

## 4 APOLOGIES

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## 5 CONFIRMATION OF MINUTES

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### RECOMMENDATION

That the Minutes of the open session of the Council Meeting No. 20 held on 26 October 2020 be confirmed as a true record.

## 6 WORKSHOPS HELD SINCE LAST COUNCIL MEETING

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2 November - Risk Management

## 7 DECLARATIONS OF INTEREST

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In accordance with Regulation 8 of the *Local Government (Meeting Procedures) Regulations 2015* and Council's adopted Code of Conduct, the Mayor requests Councillors to indicate whether they have, or are likely to have, a pecuniary interest (any pecuniary benefits or pecuniary detriment) or conflict of interest in any item on the Agenda.

## 8 TRANSFER OF AGENDA ITEMS

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Are there any items, which the meeting believes, should be transferred from this agenda to the closed agenda or from the closed agenda to the open agenda, in accordance with the procedures allowed under Section 15 of the *Local Government (Meeting Procedures) Regulations 2015*.

## 9 QUESTIONS WITHOUT NOTICE FROM THE PUBLIC

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## 10 QUESTIONS ON NOTICE FROM THE PUBLIC

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### 10.1 Bush Playground at Whitewater Estate

**Ms Karen Pregnell** submitted the following question on notice:

*With Whitewater Estate quickly developing, can the Council advise when the advertised "bush playground" on the Estate "to be developed with local council" plans to commence? Or provide a timeline for its development?"*

#### **Officer's Response:**

The Spring Farm developer has included an area of public open space within the subdivision that will be suitable for a future children's playground. This is no requirement on the developer to contribute to the cost of this playground. This will be something that Council will need to consider at some future time in accordance with the Play Space and Playground Strategy 2020.

The timing of this future playground construction will be determined by the prioritisation process within that Strategy.

*Tasha Tyler-Moore, Manager Development Services*

### 10.2 Rates Income Annual Budgeting

**Kingborough Ratepayers Association Inc** submitted the following question on notice:

*Could Council provide a summary of figures shown in the Annual Accounts for the years 2009 - 2019 for the General Rate component (part of the Rates and Fire Levies entry in the Consolidated Statement of Cash Flows) for the following entries:*

- (a) *actual General Rate income for each financial year;*
- (b) *budgeted General Rate income for each financial year.*

and also calculate and advise:

- (c) % increase or decrease in the budgeted General Rate figures for each financial year;
- (d) average % increase or decrease in the budgeted figures over the term 2009-2019; and
- (e) reasons why the calculated variations in the General Rate component have occurred, and whether such variations should have been anticipated in preparation of the budget?

#### Officer's Response:

When looking at Council's Revenue the "Consolidated Statement of Comprehensive Income" should be used and not the "Consolidated Statement of Cash Flows". Council prepare annual accounts on an accrual basis, and not a cash basis. The General Rate is identified in Note 3 of the Financial Statements. The budget and actual General Rate Revenue figures are given below. Note the earlier requested years were not presented in a consistent format and have not been presented.

GENERAL RATE REVENUE				
BY FINANCIAL YEAR				
FINANCIAL YEAR	BUDGET		ACTUAL	
	\$000's	% change prev. year	\$000's	% change prev. year
2010/11	15,130		15,093	
2011/12	16,016	5.9%	16,291	7.9%
2012/13	16,874	5.4%	17,031	4.5%
2013/14	17,744	5.2%	17,904	5.1%
2014/15	18,587	4.8%	18,817	5.1%
2015/16	19,733	6.2%	19,699	4.7%
2016/17	20,564	4.2%	20,861	5.9%
2017/18	21,923	6.6%	22,043	5.7%
2018/19	23,200	5.8%	23,131	4.9%
2019/20 (not yet audited)	24,030	3.6%	24,247	4.8%
Average		5.3%		5.4%

Changes in Council Revenue each year for Council will be affected by the following:

- the annual rate increase; and
- supplementary rate notices issued. These could be due to
  - a newly subdivided property, and
  - building works on a property.

These, and other, factors will cause a change in the valuation to be issued by the Office of the Valuer General as a supplementary rate.

In preparing a budget, Council allow for the rate increase (if any) and an estimate of the additional revenue expected from supplementary rates. The additional revenue from supplementary rates is a figure that Council has no control over, it is impacted mainly by subdivision approvals and building activity. The creation of a subdivision has an impact, however the major impact is when the value of a new dwelling is included in a properties rateable value by the Valuer General. The timing of

property development is subject to when an owner wants to develop, builder availability and the timing of when Council receive the revaluation.

The budget estimate of rate revenue will always be a conservative estimate. It would be irresponsible of Council to prepare a budget where the full budgeted expenditure was expended but revenue was significantly below budget estimates. An example of this is 2018/19 where the budget was 5.2% above the previous years' actual – 1.2% above the budgeted 4% rate increase. This occurred in a year where significant building activity was anticipated and resulted in revenue being below budget.

Over the period requested, Council's annual budget increase was 5.3% while the actual revenue increased by 5.4%.

Any analysis that is prepared over such an extended period of time is subject to changes in recording and reporting by an organisation. This may result in any comparison not being "like for like". The increases in 2011/12 appear to be too high, given the rate increase was 4%, however there is no way of obtaining more detail after this length of time.

*Tim Jones, Manager Finance*

### **10.3 North Roslyn Avenue**

**Ms Tricia Ramsay** submitted the following question on notice:

*Could Council please advise when the propose works associated with North Roslyn Avenue will be completed.*

#### **Officer's Response:**

The Department of State Growth is currently undertaking the design of the directional signage at Roslyn Avenue/Algona Roundabout.

Council officers have liaised with the Department of State Growth regarding installation of repeater speed limit signage and provision of road pavement markings. The Department has given approval for Council to install repeater speed limit signage in the first instance and a plan is being prepared showing locations.

Council will monitor traffic speeds over the next two years to measure the effectiveness of the signage. Traffic counters will be installed in several locations along Roslyn Avenue in the third week of February 2021 and February 2022 for a period of two weeks each.

The Department of State Growth has adjusted the traffic signal timings to bias traffic turning into and out of Roslyn Avenue in accordance with GHD's recommendation. They will monitor the performance remotely via SCATS.

Council will be inspecting the footpath and trimming back overgrown vegetation following the end of the spring growing season. If there are any missing guideposts they will be replaced at that time. Repairs to footpath sections will be undertaken if they meet the service level intervention requirements.

*Renai Clark, Roads & Stormwater Engineer*



## 11 QUESTIONS WITHOUT NOTICE FROM COUNCILLORS

## 12 QUESTIONS ON NOTICE FROM COUNCILLORS

### 12.1 Social and Economic Impact Study of Gambling in Tasmania

At the Council meeting on 26 October 2020, **Cr Cordover** asked the following question without notice to the General Manager, with a response that the question would be taken on notice:

*In lieu of running our own community engagement on pokies reform as per my motion on the 13 July, does Kingborough Council plan to advertise on its social media pages the fact that submissions to the fifth Social and Economic Impact Study of Gambling in Tasmania can be sent by email to saces@adelaide.edu.au?*

#### Officer's Response:

Submissions to this study closed on 16 October 2020.

*Daniel Smee, Executive Manager Governance & Community Services*

### 12.2 Public Open Space Account

**Cr Winter** submitted the following question on notice:

*What has been the balance of Kingborough's public open space account(s) at end of each financial year from 2011-2020?*

*What projects have been funded from those accounts over that time?*

#### Officer's Response:

#### Public Open Space

Year	Balance \$
2011	1,129,062.45
2012	1,047,898.51
2013	1,294,462.11
2014	1,240,743.11
2015	1,215,642.48
2016	1,378,948.96
2017	1,359,089.18
2018	1,215,482.52
2019	852,251.44
2020	901,561.78
2020 (sept)	909,913.03

**Public Open Space Expenditure**

Date	Details	\$
<b>Bruny</b>		
31/01/2011	Transfer: Funding for Alonnah-Sheepwash Bay Track as per C366/13-10.	(25,000.00)
31/05/2012	Payment: Alonnah Skate Park (C0398) as per C302/10-11	(40,000.00)
	Payment: Surveying at Dennes Point Lane.	(2,227.27)
	Payment: Compulsory acquisition by agreement and right of way creation at Dennes Point. Council minute: C98/3-15	(1,654.61)
	Payment: Compulsory acquisition by agreement and right of way creation at Dennes Point. Council minute: C98/3-15	(2,171.54)
31/12/2018	Funding of Dennes Point Land Purchase. Approved by Council C98/3-15	(115,378.58)
22/08/2019	Tsf Contribution from Rivers Investment Company Pty Ltd (01/03/17) to Trust Deposits. This is for a driveway bond and needs to be refunded to the developer.	(5,000.00)
30/06/2020	Transfer: Tsf funding for Bruny Island Destinations Program from POS to Project G10014 as per Council Minute C542/24-16	(25,000.00)
1/07/2020	Expenditure for G10004 Bruny Island Destination Action Plan	(25,000.00)
<b>Kingston/Blackmans Bay</b>		
28/07/2011	Transfer: funds from Kingston/Blackmans Bay Public Open Space to fund Tyndall Beach Bypass - Alums Cliffs Track (C0384) as per C10/1-11.	(30,000.00)
31/08/2011	Transfer funding for C0385 from POS Reserve as per IRS 28/2-11	(65,000.00)
20/06/2012	Payment: Transfer funds as per minute IRS 58/5-12 to Kingston Mountain Bike Park Project (C0385)	(12,000.00)
22/06/2012	Payment: Netball Court Lighting at KSC - transfer POS Contribution as per Council Minute C67/-3-12	(7,000.00)
19/09/2012	Payment: Transfer funds as per minute IRS 7/1-12 to the Regional Trail - Hobart to Dover Project (75004-644)	(5,000.00)
30/09/2012	Payment: Kingborough Council for DA Fees - 6-26 Balmoral Court, Kingston Beach - DA 226-2012.	(681.36)
30/11/2012	Payment: Transfer funds as per minute IRS 134/11-12 to Greenhill Street Playground	(50,000.00)
30/11/2012	Payment: Transfer funds as per minute IRS 133/11-12 to KSC Mountain Bike Skills Path (C0385)	(6,000.00)
31/05/2013	Payment: Tsf Pos Expenditure from De Kleine Constructions for Subdivision at Dadu Street, Kingston	(2,008.62)
31/07/2013	Payment: Tsf funding for C1347 from POS Reserve as per IRS 59/5-12 (Coffee Creek Trail Project).	(10,000.00)
7/11/2013	Payment: Tsf funding for C1348 (Kingston Beach Oval Fencing) from POS Reserve as per C370/13-13.	(52,200.00)
31/05/2014	Payment: Tsf Funding for C1352 from POS Reserve as per C447/17-13.	(67,000.00)
29/11/2014	Payment: Funding for Blackmans Bay Skate Park to BSH Electrical	(8,764.00)
9/10/2014	Payment: Tsf Funding for 128 Burwood Drive, Blackmans Bay from POS Reserve as per C284/12-14	(25,000.00)
20/01/2015	Payment: Transfer Funding for C1362 as per IRS101/11-14	(16,000.00)
30/09/2016	Transfer: Transfer Funding for C2334 Blackmans Bay Skate Park Upgrade from Kingston/ Blackmans Bay POS Reserve as per C202/9-16.	(60,000.00)
30/09/2016	Transfer: Transfer Funding for C2335 Cottage Road to Wetlands Track from Kingston/ Blackmans Bay POS Reserve as per C200/9-16.	(50,000.00)

Date	Details	\$
2/11/2016	Transfer: Transfer Funding for C1387 Alum Cliffs Track Extension from Kingston/Blackmans Bay POS Reserve as per C246/11-16	(45,000.00)
31/05/2018	Transfer: Tfr funding from Blackmans Bay POS as per C494/21-17	(100,000.00)
26/06/2018	Transfer: Public Open Space Reserve	(85,000.00)
30/06/2018	Transfer: Public Open Space Reserve	(170,000.00)
10/12/2018	Partial Funding for 25A Osborne Esplanade, Kingston Beach Toilet replacement Minute C846/26-18	(247,000.00)

**Taroona**

31/01/2011	Payment: Simmons Wolfhagen for Land Acquisition at Bonnet Hill Reserve	(237.16)
30/04/2011	Payment: Simmons Wolfhagen for Prof Fees - Melinga Place Reserve.	(25,430.45)
31/05/2011	Payment: Simmons Wolfhagen for Land Acquisition Legal Fees.	(400.00)
31/05/2011	Payment: Simmons Wolfhagen for Land Acquisition Legal Fees.	(2,838.30)
31/05/2011	Payment: Simmons Wolfhagen for Land Acquisition Legal Fees.	(300.00)
17/11/2011	Payment: Simmons Wolfhagen for purchase and transfer Crown - Melinga Place Reserve, Taroona.	(188.80)
17/11/2011	Payment: Simmons Wolfhagen for purchase and transfer Crown - Melinga Place Reserve, Taroona.	(878.00)
31/01/2012	Payment: Knight Frank for Footway Valuation - 338 Channel Highway, Taroona.	(4,000.00)
10/02/2012	Payment: Saunders & Pitt for valuation services - 338 Channel Highway, Taroona	(700.00)
29/06/2012	Payment: Simmons Wolfhagen for Land Acquisition - Bonnet Hill	(2,091.14)
19/11/2012	Transfer: C1317 - Utiekah Drive Walking Track funding as per minute C65/3-12	(25,000.00)
20/11/2012	Payment: Peacock Darcey & Anderson for Grange Reserve - Survey.	(1,272.73)

**Sandfly**

20/08/2020	Tsf POS Funds to Re & Reserves - C808/24-19	(10,000.00)
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**Margate**

29/06/2012	Payment: Pitt & Sherry for feasibility study - Snug to Margate Cycleway.	(4,645.00)
19/09/2012	Payment: Transfer funds as per minute IRS 7/1-12 to the Regional Trail - Hobart to Dover Project (75004-644)	(5,000.00)
28/02/2013	Transfer: Funding for Incana Playground as per IRS 5/1-13	(56,050.00)
31/05/2018	Transfer: Tfr funding from Margate POS as per C226/7-18	(15,000.00)
31/05/2018	Transfer: Tfr funding from Margate POS as per C229/7-18	(3,500.00)

**Coningham**

30/06/2019	Transfer: Tsf Funding for Snug Oval Play Space from POS	(50,000.00)
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**Snug**

29/06/2012	Payment: Pitt & Sherry for feasibility study - Snug to Margate Cycleway.	(4,645.00)
30/09/2016	Transfer: Snug for Bushfire memorial tree planting. Council minute C327/15-16	(30,000.00)
30/06/2019	Transfer: Tsf Funding for Snug Oval Play Space from POS	(80,000.00)

Date	Details	\$
<b>Kettering</b>		
31/03/2012	Tsfr funds from Kettering Public Open Space to fund Kettering Recreation Walkway Plan (C1300) as per C460/15-11	(42,500.00)
31/10/2012	Payment: Transfer POS Expenditure from Recorder of Titles for Transfer Fee - Crown Land Kettering.	(377.28)
31/10/2012	Payment: Transfer POS Expenditure from Dept Primary Industries, Water and Environment for Land Transfer Costs - Kettering.	(5,900.00)
16/06/2015	Tsfr funds from Kettering Public Open Space for Pedestrian Bridge Construction	(65,000.00)
30/06/2019	Transfer: Tsf Funding for Snug Oval Play Space from POS	(20,000.00)
<b>Woodbridge</b>		
31/03/2012	Tsfr funds from Woodbridge Public Open Space to fund Woodbridge Link to Historic Sit (C1301) as per IRS8/1-12	(10,500.00)
29/09/2015	Transfer Funding for C1396 from POS Reserve as per IRS 42/7-15 (Tree Guards for Pin Oaks in Woodbridge)	(6,100.00)
30/06/2019	Transfer: Tsf Funding for Snug Oval Play Space from POS	(20,000.00)
<b>Gordon/Middleton</b>		
30/04/2013	Payment: Kingborough Council for Boundary Adjustment at McDowell Street, Middleton	(330.00)
31/08/2013	Payment: VH & BF Woolley for Purchase Boundary Adj (Middleton).	(15,000.00)
18/06/2014	Payment: Simmons Wolfhagen for Boundary Adjustment - McDowall Street	(1,988.00)
19/12/2014	Budget Transfer: Gordon Reserve Upgrade C394/16-14	(42,000.00)
31/05/2015	Payment: Simmons Wolfhagen for Boundary Adjustment - Middleton	(553.13)

*John Breen, Chief Financial Officer*

### 12.3 Suncoast Walking Track, Blackmans Bay

**Cr Westwood** submitted the following question on notice:

*Why has a temporary fence been installed along the Suncoast walking track in Blackmans Bay?*

*What was the cost of this temporary fence?*

#### **Officer's Response:**

Monitoring of the area over time has revealed coastal erosion continues to undermine bank stability and is, increasingly, causing localised landslips on the seaward bank. This has resulted in increased deterioration of the track edge and has reduced the width of the shoulder zone between the edge of the track and the precipice.

#### **Geotechnical Constraints**

Council obtained a geotechnical investigation of the Suncoast Headlands Track (between the Flowerpot Crescent stairway and Ocean Esplanade cul de sac). The results of this investigation confirm erosion will continue to impact the area and will increase over time as sea level rise and storm surges intensify.

The geotechnical investigation included a risk assessment of injury to track users as a result of landslips and bank instability. This assessment confirms continued use of the Suncoast Track in the short-term, with respect to geotechnical constraints, is within acceptable ranges. However, the same assessment confirms permanent infrastructure design (including bank stabilisation measures and fencing) must be engineered to withstand risks posed by ongoing coastal erosion.

### **Effective Fall Height**

Furthermore, taking into consideration deterioration of the track edge and shoulder, risks associated with the effective fall height (from the track to the beach below) are now considered unacceptable. Control measures (including fencing) are required to protect track users.

### **Temporary Control Measure**

A temporary fence (steel post and tensioned wire) was installed between the Flowerpot Crescent stairway and Ocean Esplanade cul de sac. This has allowed Council to keep the track open while engineering and design solutions are developed for permanent track infrastructure.

### **Cost**

The total cost of the temporary fence is: \$3,200 (ex. GST), and is equivalent to \$20.51 per linear metre.

*Paul Donnelly, Urban Designer*

## **13 NOTICES OF MOTION**

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At the time the Agenda was compiled there were no Notices of Motion received.

## **14 PETITIONS STILL BEING ACTIONED**

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There are no petitions still being actioned.

## **15 PETITIONS RECEIVED IN LAST PERIOD**

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At the time the Agenda was compiled no Petitions had been received.



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## 16 OFFICERS REPORTS TO COUNCIL

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### 16.1 KETTERING PUBLIC TOILETS

**File Number:** 22.51

**Author:** Daniel Smee, Executive Manager Governance & Community Services

**Authoriser:** Gary Arnold, General Manager

#### Strategic Plan Reference

**Key Priority Area:** 2 Deliver quality infrastructure and services.

**Strategic Outcome:** 2.3 Community facilities are safe, accessible and meet contemporary standards.

#### 1. PURPOSE

- 1.1 The purpose of this report is to consider an alternative option to the proposed upgrade of the public toilets at Kettering.

#### 2. BACKGROUND

- 2.1 The public toilets within the township of Kettering are located underneath the Kettering Community Hall.
- 2.2 They are an older style design, with single male and female cubicles as shown below:



#### 3. STATUTORY REQUIREMENTS

- 3.1 The facility does not comply with all disability access standards, most notably the access ramp that has a fall greater than 1:14.

#### 4. DISCUSSION

- 4.1 Council's Public Toilet Strategy recommends an upgrade of the facility, including modifications to meet accessibility standards.

- 4.2 An amount of \$45,000 was provided in the 2020/21 capital budget for this purpose (including \$7,000 re-allocated from the proposed fencing of the exercise area below the Kettering Oval following a resolution of Council – Minute C533/16-19 refers).
- 4.3 A proposal has since been received from the Kettering Cricket Club to abandon the plan to upgrade the existing facilities in favour of the construction of a new facility within the park below the hall.
- 4.4 The proposal has the support of the Kettering Community Association and the Kettering Hall Management Committee.
- 4.5 It is considered that the proposal has merit for the following reasons:
  - It provides an opportunity to replace the existing dated facilities with a modern design that meets all contemporary standards;
  - Unisex facilities can be provided;
  - It enables the provision of an additional number of cubicles to cater for increased demand; and
  - The existing facilities can be converted by the Cricket Club into changerooms.
- 4.6 In light of the above (and Council's recent resolution with respect to unisex facilities), it is recommended that the proposed upgrade of the existing facility is not progressed and priority given to the construction of a new standalone amenities block with unisex cubicles.

## 5. FINANCE

- 5.1 The upgrade of the existing facility has a capital budget allocation of \$45,000, with construction of a new facility estimated to cost \$150,000.
- 5.2 This year's funding allocation can be utilised to undertake design work and obtain statutory approvals for the new facility (if this proposal is approved by Council).

## 6. ENVIRONMENT

- 6.1 The existing effluent disposal system for the toilets/hall is failing and will need to be upgraded at some stage in the near future regardless of what option Council decides upon.

## 7. COMMUNICATION AND CONSULTATION

- 7.1 A meeting has been held with a representative of the Kettering Cricket Club/Hall Management Committee in relation to this matter.
- 7.2 Further consultation in relation to the specifics of the design of the facility can be undertaken with community stakeholders if this proposal is approved by Council.

## 8. RISK

- 8.1 There is a risk that the funds spent on upgrading the existing facilities will be wasted if a new facility was constructed in the future.

**9. CONCLUSION**

- 9.1 An upgrade of the public toilets at Kettering is scheduled to be undertaken this financial year, with \$45,000 allocated for this purpose.
- 9.2 A proposal has been received from the Kettering Cricket Club (with the support of the Hall Management Committee and Kettering Community Association) that Council abandon plans for the upgrade of the facility in favour of the construction of a new standalone amenities block.
- 9.3 The proposal has considerable merit, and it is recommended that it be pursued, with a bid for the funds required to be prepared for consideration in the 2020/21 capital works budget.

**10. RECOMMENDATION**

That Council resolves not to proceed with the planned upgrade of the Kettering Public toilets and instead prioritise the construction of a new amenities block below the hall with unisex facilities.

**ATTACHMENTS**

Nil

Public Copy

**16.2 COMMUNITY GRANTS ROUND 1 - 2020/2021****File Number: 10.214****Author: Julie Alderfox, Community Development Officer****Authoriser: Scott Basham, Manager Compliance & Community Development****Strategic Plan Reference**

Key Priority Area: 1 Encourage and support a safe, healthy and connected community.

Strategic Outcome: 1.1 A Council that engages with and enables its community.

**1. PURPOSE**

- 1.1 The purpose of this report is to provide Council with recommendations of funding allocations for projects from Round 1 of the 2020/2021 Community Grants program.

**2. BACKGROUND**

- 2.1 Council's Community Grants program was promoted throughout August 2020 and September 2020 with a closing date of 5 October 2020.
- 2.2 An amount of \$40,000 was allocated to the program in the 2020/2021 budget. Two rounds offering \$20,000 are to be made available.

**3. STATUTORY REQUIREMENTS**

- 3.1 Grants are required to be listed in Council's Annual Report in accordance with Section 77 of the *Local Government Act 1993*.

**4. DISCUSSION**

- 4.1 The applications (as listed in the attached table) have been assessed against the guidelines and recommendations are provided for consideration.
- 4.2 In accordance with the guidelines, the recommended grant for each recipient totals no more than 50% of the grant project cost.
- 4.3 An amount of \$20,007 is recommended to fund 14 projects that meet the criteria for Round 1 of Council's 2020/2021 Community Grants Program.
- 4.4 The attached table provides an outline of each of the grant applications received and subsequent recommendations for Council's consideration.
- 4.5 Successful Round 1 recipients will be announced in November 2020.

**5. FINANCE**

- 5.1 An amount of \$40,000 was listed and approved in the 2020/2021 Community Services Operational Budget.

**6. ENVIRONMENT**

- 6.1 There are no environmental implications associated with this report.

**7. COMMUNICATION AND CONSULTATION**

- 7.1 The Community Grants program is widely advertised in local print media, on social media and information is sent directly to an extensive email list of community organisations.

**8. RISK**

- 8.1 No risks are identified in relation to this matter.

**9. CONCLUSION**

- 9.1 A total of 26 applications were received for Round 1 of Council's Community Grants Program, seeking a total of \$61,659.
- 9.2 Following assessment against the criteria, grants to the value of \$20,007 are recommended for funding.

**10. RECOMMENDATION**

That Council approve the allocations for funding from Round 1 of Council's 2020/21 Community Grants Program as outlined in the attached table.

**ATTACHMENTS**

- 1. Recommendations Community Grants 2020/2021 Round 1**



No.	Organisation	Project	Amount requested	Amount recommended
1	Kingborough Lions United Football Club	Hot Water Cylinders for clubrooms	\$1420	Nil
2	Kingston Beach Surf Life Saving Club	Fund expansion of youth program by purchasing 3 'nipper' boards	\$3000	\$1000 (partial - for 1 board)
3	Tassie Mums	Purchase of prams for distribution to disadvantaged families + purchase of boxes to deliver goods to disadvantaged families.	\$3000	\$1300 (partial funding)
4	North Bruny Community Centre Committee	Purchase of quality chairs for hall usage	\$1216	\$1216
5	Coningham Lower Snug Community Association	Provision and distribution of 'starter' emergency kits to assist hazard preparedness	\$3000	\$400
6	South Channel Rate Payers Association	Interpretive Signage Project – Abbott's Point & Three Hut Point Gordon	\$2000	\$2000
7	Bruny Island District School Association	Establish a community garden at the school (for wider community use)	\$3000	Nil
8	Network of Christian Reformed Churches of Southern Tasmania	Purchase of coffee machine and cart to serve at playgroup and English language classes	\$3000	Nil
9	Kingborough Community Missions	Short term food relief for the Kingborough Community	\$3000	Nil
10	Summerleas Eagles Cricket Club	Purchase of a portable batting net to increase training capacity.	\$1500	Nil
11	Bruny Island Men's Shed	Gravel surfacing of car park; external intercom system; defining/marketing of car park area	\$1666	\$1666
12	The Basics (Kingborough) Steering Committee (early education & health initiative aiming to boost cognitive & social development from birth – 3 years)	Financial assistance with promotional materials	\$2982	Nil
13	Snug Fire Brigade	Purchase of UHF Radios & speaker microphones	\$900	\$900

No.	Organisation	Project	Amount requested	Amount recommended
14	North West Bay Golf Club	Purchase of items to facilitate youth/junior golf program	\$2000	Nil
15	Kingston Tennis Club	Community & spectator seating	\$2378	Nil
16	Taroona Bike Park Group	Provision of shelter shed	\$3000	Nil
17	Huntingfield Pony & Riding Club	Bain Marie for use in the pony club canteen	\$1200	Nil
18	Kingston Croquet Club	Renovations to clubhouse – sliding door	\$2933	Nil
19	Bruny Island Environment Network	Purchase of cameras for wildlife monitoring	\$2880	\$1000
20	Rotary D'Entrecasteaux Channel	Mental Health Course	\$2300	\$2300
21	Sustainable Living in Kingborough	Waste reduction and awareness project – waste collection/information sharing/film snippets	\$2300	\$1000 (partial -for bins)
22	Working It Out	Run program to encourage inclusion of LGBTIQ community	\$2990	\$200 (partial -for promotional material)
23	Kettering Community Association	Information Board depicting history of Kettering/Bruny Island crossing	\$1600	\$1600
24	Rotary Club of Kingston	Establishing a community garden	\$3000	\$3000
25	Fusion	Mentoring Program – woodworking equipment	\$2970	Nil
26	Bruny Island Historical Society	Signage	\$2425	\$2425
		<b>TOTAL</b>	<b>\$61,660</b>	<b>\$20,007</b>

## 16.3 NET ZERO EMISSIONS - KINGBOROUGH COUNCIL

**File Number:** 8.180

**Author:** Jon Doole, Manager Environmental Services

**Authoriser:** Tony Ferrier, Deputy General Manager

### Strategic Plan Reference

Key Priority Area: 1 Encourage and support a safe, healthy and connected community.

Strategic Outcome: 1.4 A Council that acknowledges the existence of a climate change and biodiversity emergency and has in place strategies to respond.

## 1. PURPOSE

1.1 The purpose of this report is to present the outcomes of the Kingborough Council Greenhouse Gas Emissions Report (2019 – 2020) and the Kingborough Council Net Zero Emissions Report.

1.2 In addition, the report aims to obtain Council endorsement of the Kingborough Council Greenhouse and Energy Policy (Net Zero Emissions).

## 2. BACKGROUND

2.1 At the 8<sup>th</sup> July 2019 meeting of Council, a resolution was passed to recognise that we are in a state of climate and biodiversity emergency that requires urgent action by all levels of government, including local councils.

2.2 The Kingborough Council Climate Change Plan; Strategy KCE3.1 states that:

*“Council shows leadership in efforts to limit global warming in accordance with the UN Framework Convention on Climate Change Paris Agreement”.*

2.3 The Plan Action KCE3.1.1 states that:

*“Kingborough Council commits to Zero Net emissions by 2050”.*

2.4 The listed milestones for Action3.1.1 are:

- *“Prepare a position paper on the practical implications of the commitment and present this to Council*
- *Commitment included in the Kingborough Greenhouse and Energy Policy”.*

2.5 This report is as a result of the above requirements, with compilation of data and reports undertaken by the consultancy Climate Planning.

2.6 A Councillor workshop on this matter was held on 21<sup>st</sup> September 2020.

## 3. STATUTORY REQUIREMENTS

3.1 There are no statutory requirements relating to matters within this report.

#### 4. DISCUSSION

- 4.1 The Kingborough Council Climate Change Plan highlights the importance of Council striving to reduce its energy usage and carbon footprint as well as showing leadership in efforts to limit global warming in accordance with the UN Framework Convention on Climate Change Paris Agreement.
- 4.2 The Paris Agreement stated (in part) that:
- “In order to meet the 1.5 degrees C global warming target, global carbon emissions should reach net zero around the mid-century”.*
- 4.3 The Paris Agreement was signed by 197 countries and was subsequently ratified by 187 of them. Every state in Australia has set a Net Zero target or goal. It appears that more than half of local councils in Australia have made a Net Zero Emissions commitment.
- 4.4 Per capita greenhouse gas emissions for Australia are amongst the highest in the world but Tasmania’s are significantly lower due to clean energy supplies.
- 4.5 The majority of the worldwide scientific community as well as major financial institutions are emphasising that more rapid progress towards decarbonising economies and communities is essential and that Net Zero targets and commitments are a critical component of this.
- 4.6 The Kingborough Council Greenhouse Gas Emissions Report (October 2020) provided data on the status of Council’s carbon footprint as well as highlighting key contributors from a greenhouse gas perspective. It also provided a mechanism for ongoing management and monitoring of energy and emissions.
- 4.7 A key finding was that whilst Council had made good progress on greenhouse gas reduction (via solar power, energy efficiency measures, LED streetlight, fuel efficient/hybrid vehicles as well as methane flaring at its old Barretta landfill site), that over 92% of its remaining greenhouse gas emissions profile is due to transporting waste to landfill. This is community and commercial waste that is accumulated at the Barretta Waste Management Facility and trucked to the Copping Waste Facility for landfilling.
- 4.8 The report makes a number of recommendations relating to the further investigation of relevant greenhouse gas sources for Council. Further monitoring and data management is required if meaningful progress is to be made on auditable greenhouse gas reductions into the future.
- 4.9 The Kingborough Council Net Zero Greenhouse Gas Emissions Report (October 2020) utilised current (and recent historical) data to model and discuss potential Net Zero Emissions target dates as well as the financial implications and incentives that may ensue.
- 4.10 The report modelled:
- A Business as Usual Scenario
  - A Leadership Goal – Net Zero Emissions by 2035
  - A Reach Goal – Net Zero Emissions by 2040
  - A Market Goal – Net Zero Emissions by 2050.

- 4.11 In the report Climate Planning recommended that Kingborough Council commits to a Net Zero Emissions by 2035 target (Leadership Goal) because this is achievable and presents significant financial savings and financial risk exposure reduction. It was emphasised in the report's recommendations that greater resourcing would be essential, especially regarding greenhouse data management and reporting, as well as targeted and sustained progress on waste reduction/minimisation.
- 4.12 In a summary of the modelled potential abatement actions that could be implemented by Council to achieve a Net Zero Emissions by 2035 (Leadership Goal), Climate Planning indicated this could entail (with reference to the 2016/17 benchmark year):
- installing an additional 65kw of solar panels on two Council facilities and storing 100% of their exported solar in batteries;
  - transitioning to a 100% electric vehicle fleet (by 2030) and purchasing biodiesel for all bulk diesel supply (by 2035);
  - switching to 100% LED street lights;
  - implementing programs which reduce 75% of household waste collected by Council and sent to landfill at an approximate rate of 600 tonnes per year; and
  - purchase certified carbon credits to offset a residual 4,591 t/co2-e (approximate cost at 2035 estimated carbon price is \$450,000).

## 5. FINANCE

- 5.1 The Kingborough Council Net Zero Greenhouse Gas Emissions Report (October 2020) highlights the financial incentives and implications of Council making a commitment to achieving Net Zero emissions.
- 5.2 Modelling in the report suggests that cumulative cost savings (up to 2050) for implementing abatement actions for Net Zero Emissions (as compared with Business as Usual) could be:
- Leadership Goal - \$26,628,008
  - Reach Goal - \$21,614,870
  - Market Goal - \$9,871,856

This modelling is in the absence of a price on carbon which could significantly increase Council's financial exposure.

- 5.3 The recommendations within the Report indicate that resourcing must be allocated to ensure that adequate greenhouse and energy data and project monitoring as well as waste reduction is undertaken.

## 6. ENVIRONMENT

- 6.1 In its Strategic Plan, Council acknowledges the existence of a climate change and biodiversity emergency and commits to implementing strategies to respond.

## 7. COMMUNICATION AND CONSULTATION

- 7.1 Communication of Council's commitment to Net Zero Emissions and ongoing progress towards milestones will be via a Kingborough Climate Change Communications Plan



which will be developed in accordance with Action KCS1.1 of the Kingborough Council Climate Change Plan.

## **8. RISK**

- 8.1 The impacts of climate change are apparent, and Kingborough is a municipality that is particularly at risk.
- 8.2 In the Kingborough Council Strategic Risk Register, “failure to plan for, adapt to and manage the impacts of climate change” has a “high risk” rating.
- 8.3 In the Kingborough Council Net Zero Greenhouse Gas Emissions Report (October 2020) it is suggested that Council may have a significant financial exposure risk in the event of mandatory carbon pricing in the future.

## **9. CONCLUSION**

- 9.1 In the Kingborough Climate Change Plan it was identified that a commitment to Net Zero Emissions requires an investigation of the practical implications and incentives for Council’s activities. The Kingborough Council Greenhouse Gas Emissions Report (October 2020) and Kingborough Council Net Zero Greenhouse Gas Emissions Report (October 2020) provided critical information in this regard.
- 9.2 It has been identified that a commitment to Net Zero Emissions by 2035 would demonstrate leadership, be strategically achievable and potentially reduce financial exposure into the future.
- 9.3 The adoption of the Kingborough Council Greenhouse and Energy Policy (Net Zero Emissions) will provide an ongoing demonstration of council’s commitment to reducing global warming as well as the resourcing required to achieve a 2035 Zero Net Emissions target.

## **10. RECOMMENDATION**

That Council:

- (a) acknowledges receipt of:
  - i. the Kingborough Council Greenhouse Gas Emissions Report (October 2020); and
  - ii. the Kingborough Council Net Zero Greenhouse Gas Emissions Report (October 2020).
- (b) formally commits to a target of Net Zero Emissions for council activities by 2035; and
- (c) adopts the Kingborough Council Greenhouse and Energy Policy (Net Zero Emissions).

## **ATTACHMENTS**

- 1. Kingborough Council Greenhouse and Energy Policy (Zero Net Emissions)
- 2. Kingborough Council Greenhouse Gas Emissions Report (2019 - 2020)
- 3. Kingborough Council Net Zero GHG Emissions Report (Oct 2020)



Policy No:	6.12	Minute No:	TBA
Approved by Council:	November 2020	ECM File No:	8.192
Next Review Date:	November 2024	Version:	1.0
Responsible Officer:	Manager Environmental Services		

<b>Greenhouse and Energy Policy (Net Zero Emissions)</b>	
<b>POLICY STATEMENT</b>	<p>1.1 In the Kingborough Council Strategic Plan (2020 – 2025) Council acknowledges the existence of a climate change and biodiversity emergency and commits to implementing strategies to respond.</p> <p>1.2 In the Kingborough Council Climate Change Plan (2019 – 2024) Council commits to showing leadership in efforts to limit global warming in accordance with the United Nations Framework Convention on Climate Change Paris Agreement through setting a Net Zero Emissions target.</p>
<b>DEFINITIONS</b>	<p>2.1 <b>Emissions</b> means the release of greenhouse gases and/or their precursors into the atmosphere over a specified area and period of time.</p> <p>2.2 <b>Greenhouse gases</b> means any gas that has the property of absorbing infrared radiation (net heat energy) emitted from Earth's surface and reradiating it back to Earth's surface, thus contributing to the greenhouse effect. Carbon dioxide, methane, and water vapour are the most important greenhouse gases.</p> <p>2.3 <b>Net Zero Emissions</b> means achieving an overall balance between greenhouse gas emissions produced and greenhouse gas emissions taken out of the atmosphere.</p>
<b>OBJECTIVE</b>	<p>3.1 The objective of this Greenhouse and Energy Policy (Net Zero Emissions) is to:</p> <ul style="list-style-type: none"> <li>i. commit to setting a target for Net Zero Emissions for its activities by 2035; and</li> <li>ii. commit to resourcing necessary implementation planning and milestone development and monitoring to reach milestones towards this target.</li> </ul>
<b>SCOPE</b>	<p>4.1 This policy applies to all Council activities and staff.</p>
<b>PROCEDURE (POLICY DETAIL)</b>	<p>5.1 Council will implement initiatives and set milestones to enable a reduction in its greenhouse gas (GHG) emissions to net zero by or before 2035.</p> <p>5.2 Council will create and implement a net zero carbon strategy to deliver the above target. This will be articulated in the Kingborough Council Greenhouse and Energy Plan.</p> <p>5.3 Council will create a waste reduction target and provide resourcing to waste reduction initiatives.</p> <p>5.4 Council will record its GHG emissions each year and undertaken an independent audit at least every three years.</p> <p>5.5 Council report annually on progress towards its net zero emissions target as part of its annual reporting process.</p>



Policy No: **6.12** Minute No: **TBA**  
 Approved by Council: **November 2020** ECM File No: **8.192**  
 Next Review Date: **November 2024** Version: **1.0**  
 Responsible Officer: **Manager Environmental Services**

<b>GUIDELINES</b>	<p>6.1 Guidelines will be developed relevant to:</p> <ul style="list-style-type: none"> <li>i. key activities to guide the reduction of greenhouse gas emissions in line with the Net Zero target and milestones;</li> <li>ii. processes and procedures to ensure that emissions data can be routinely accessed and documented to facilitate reporting; and</li> <li>iii. processes and procedures for greenhouse gas emissions auditing and reporting.</li> </ul>
<b>COMMUNICATION</b>	<p>7.1 Council commits to ensuring that the community, councillors and staff are updated on an annual basis regarding the status progress towards Net Zero Emissions by 2035.</p> <p>7.2 Council will create and implement a climate change communication strategy that ensures that messaging is consistent and relevant to the various stakeholders. The climate change communication strategy will align with Kingborough Council's general communication strategy.</p>
<b>LEGISLATION</b>	<p>8.1 Local Government Act 1993</p> <p>8.2 Tasmanian Climate Change (State Action) Act (2008)</p>
<b>RELATED DOCUMENTS</b>	<p>9.1 Tasmanian Climate Change Action Plan (2017-2021)</p> <p>9.2 Kingborough Council Climate Change Plan (2019 to 2024)</p>
<b>AUDIENCE</b>	<p>10.1 Kingborough Council staff</p> <p>10.2 Kingborough Councillors</p> <p>10.3 Kingborough community</p> <ul style="list-style-type: none"> <li>• Kingborough industries</li> <li>• Tasmanian and other local government councils</li> <li>• Regional Councils Climate Initiative (RCCI)</li> <li>• State and Commonwealth agencies</li> <li>• Research organisations</li> <li>• Non-government organisations</li> </ul>



## Kingborough Council Greenhouse Gas Emissions Report 2019-20

October 2020

Public Copy

**Prepared for:**

Kingborough Council

**Date/ Version:**

27 October 2020/ Version 3

**Prepared by:**

Climate Planning

**Citation:**

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## Executive Summary

In the *Kingborough Council Climate Change Plan 2019-2024*, Council committed to a target of net zero emissions by 2050 (Action KCE 3.1.1). Actions KCE 3.1.1 and 3.1.2 indicate that the practical implications of such a commitment should be considered and that a net zero emissions target should be included in a Kingborough Council Greenhouse and Energy Policy. The Kingborough Council Greenhouse Gas Emissions Report 2019-2020 (this report) and the Kingborough Council Net Zero Emissions Report were compiled to advance these requirements.

This assessment has been conducted to determine Kingborough Council's current greenhouse gas (GHG) emissions profile and assist Council with their net zero emissions commitment. The scope of the assessment includes:

- Identifying Kingborough Council's relevant requirements for GHG emissions to align with National reporting standards;
- Outlining the appropriate methodology for calculating Council's GHG emissions;
- Assessing Kingborough Council's GHG emissions profile for the last four financial years (between 2016/17 and 2019/20); and
- Providing recommendations on information gaps and the minimum data required to enable Council to assess their GHG emissions profile in the future.

## Methodology

Council's corporate GHG emissions were calculated in accordance with the [Climate Active Carbon Neutral Standard](#) (hereafter called the Organisation Standard). The Climate Planning team followed the four-step process from the Organisation Standard in preparing a carbon account.

1. **Establish a boundary** – relevant emissions were included in Kingborough Council's emissions boundary. Emissions were quantified for electricity, fuel, street lighting and waste.
2. **Set a base year** – the 2016/17 financial year was selected because it is the most recent year for which verifiable carbon emissions data was available from Kingborough Council.
3. **Collect data on identified emissions sources** – Kingborough Council provided measured data for most financial years, with only a few estimates made using trendline calculations.
4. **Calculate the total carbon account attributable to the organisation** – Council's total GHG emission profile was calculated for the last four financial years. Any abatement actions were subtracted to determine the net GHG emissions profile for Kingborough Council.

## Overview of Council's GHG Emissions

There has been a steady increase in Kingborough Council's total GHG emissions over the last four years, around 3% since the 2016/17 baseline year (see Figure 1). This increase is largely due to a growth in the amount of community and Council waste sent to landfill. Since 2017, a total of 11,559 tonnes of CO<sub>2</sub>-e emissions have been avoided from methane flaring at the Barretta Landfill.

However, the projections show that the amount of methane flared is reducing each year with Council saving 3,459 t/CO<sub>2</sub>-e in the 2019/20 financial year.

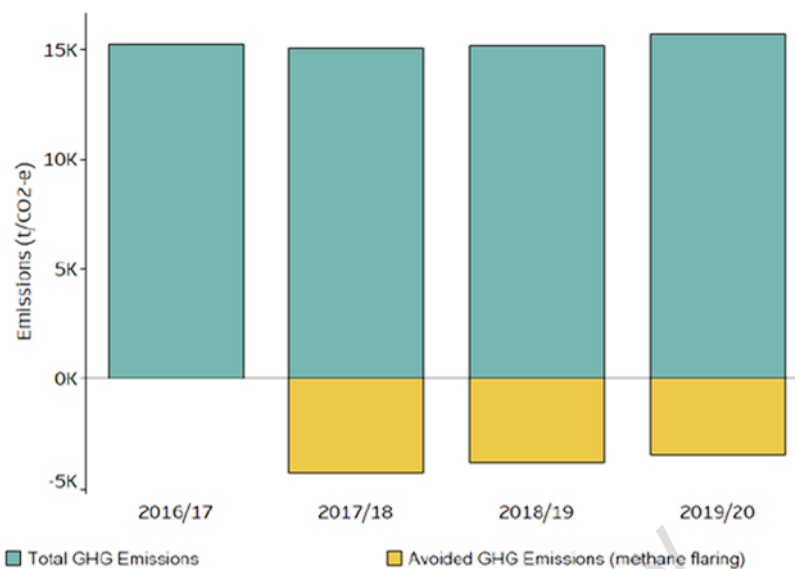


Figure 1: Kingborough Council's total and avoided GHG emissions over the last four years

In the 2019/20 financial year, 15,680 t/CO<sub>2</sub>-e were emitted by Council corporate operations and around 3,459 t/CO<sub>2</sub>-e abated by Council actions (specifically methane flaring). This means Kingborough Council's net emissions for 2019/20 financial year are 12,220 t/CO<sub>2</sub>-e. The results show Council's main source of emissions are from waste sent to landfill, which accounts for over 92% of Kingborough Council's GHG emissions profile (see Figure 2).

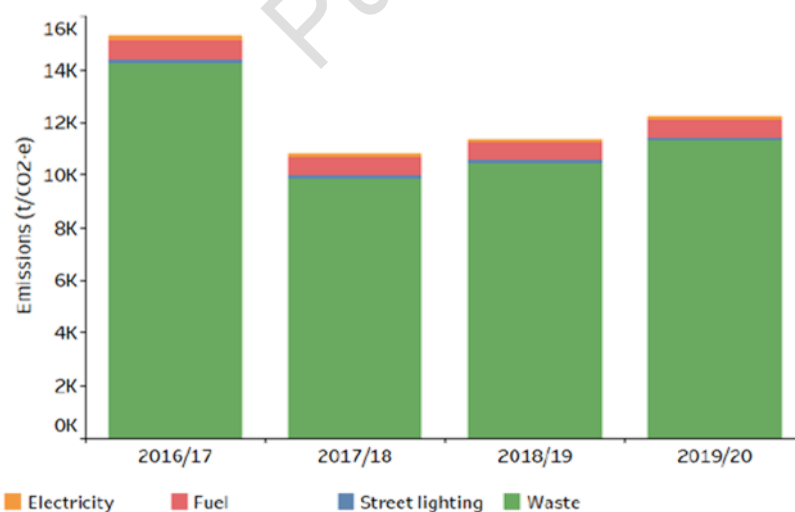


Figure 2: Kingborough Council's net GHG emissions profile for the last four years

## Council's Current Abatement Actions

Council have engaged in the following actions to reduce their GHG emissions:

- **121kW of solar panels installed on Council facilities** – \$81,536 in cost-saving from solar panels since 2016/17 as well as 61.2 t/CO<sub>2</sub>-e abated.
- **5 hybrid vehicles purchased by Council** – 85% reduction in CO<sub>2</sub>-e emissions from hybrid vehicles (compared with internal combustion engine vehicles).
- **1,646 mercury vapour streetlights** – 50% reduction in electricity consumption from street lighting in 2019/20.
- **11,559 tonnes of CO<sub>2</sub>-e emissions abated from methane flaring** – Amount of methane flared is reducing each year with estimates that it will cease by 2027.

## Minimum Data Requirements

To re-calculate Council's GHG emission profile using the methodology outlined in this report, and in accordance with the Organisation Standard, Kingborough Council should ensure that an employee has access to the following data sources (see Table 1Table 6).

Table 1: Minimum data requirements to calculate Kingborough Council's GHG emissions profile

Emissions Source	Data Required	Data Source/s
Petrol (vehicles)	<ul style="list-style-type: none"> <li>▪ Litres of fuel sorted by fuel type (i.e. petrol and diesel)</li> </ul>	<ul style="list-style-type: none"> <li>▪ Kingborough Council BP Australia spreadsheet</li> </ul>
Diesel (vehicles)	<ul style="list-style-type: none"> <li>▪ Cost of fuel sorted by fuel type (i.e. petrol and diesel)</li> </ul>	
Diesel (bulk supply)	<ul style="list-style-type: none"> <li>▪ Litres of diesel purchased for bulk supply (annual)</li> <li>▪ Cost of diesel purchased for bulk supply (annual)</li> </ul>	<ul style="list-style-type: none"> <li>▪ Summary data from Council employee/s</li> </ul>
Electricity (facilities)	<ul style="list-style-type: none"> <li>▪ Total kWh used from the grid for each facility every month</li> <li>▪ Total PV solar generated for each facility every month</li> <li>▪ Total PV solar exported from each facility every month</li> <li>▪ Cost from the grid for each facility every month</li> </ul>	<ul style="list-style-type: none"> <li>▪ Kingborough Council All Facilities Energy Usage spreadsheet</li> </ul>
Street lighting	<ul style="list-style-type: none"> <li>▪ List of each street lighting type</li> <li>▪ Quantity of each street lighting type</li> <li>▪ Rate (\$) charged for each street lighting type</li> </ul>	<ul style="list-style-type: none"> <li>▪ Monthly electricity bills from Aurora (unmetered supply)</li> </ul>
	<ul style="list-style-type: none"> <li>▪ Cost of electricity purchased for street lighting (annual)</li> </ul>	<ul style="list-style-type: none"> <li>▪ Street lighting costs spreadsheet</li> <li>▪ Summary data from Council employee/s</li> </ul>
Waste to landfill	<ul style="list-style-type: none"> <li>▪ Tonnes of waste sent to landfill (annual)</li> <li>▪ Cost to send waste to landfill, including transport and gate fee (annual)</li> </ul>	<ul style="list-style-type: none"> <li>▪ Tonnages sent to Copping landfill</li> <li>▪ Summary data from Council employee/s</li> </ul>



Emissions Source	Data Required	Data Source/s
Methane flaring	<ul style="list-style-type: none"> <li>Landfill gas volume (standard cubic metres) flared every month</li> </ul>	<ul style="list-style-type: none"> <li>Methane flaring data from Run Energy Pty Ltd</li> <li>'Methane Flaring Calculations' spreadsheet (Annex A)</li> </ul>

## Recommendations

To improve their understanding and reporting of GHG emissions, Kingborough Council should implement the following recommendations:

- **Identify the composition of Council and community waste** - This will allow for a more accurate calculation of Council's GHG emissions which considers the type of waste sent to the Copping Landfill. The waste types include food, paper and cardboard, garden and green, textiles, sludge, nappies, rubber and leather, and inert waste (e.g. concrete, metal, plastics, glass).
- **Locate data for Council's non-quantified emissions sources** – Collect data for non-quantified emission sources. If the data is not currently available, Council should implement a process for recording the information.
- **Develop a Data Management Plan for GHG emissions information** – Council should outline how their employees can more accurately and consistently quantify the data for relevant emissions sources.
- **Review Council's excluded emissions sources** – Determine if excluded emissions sources (see Appendix A) are relevant and should be included in Kingborough's GHG emissions profile.
- **Check changes to emissions sources align with methodology** – If additional data is identified for an emissions source, or if changes are made to the status of an emissions source (e.g. quantified, non-quantified, excluded) then an employee should check the changes align with the methodology. This may include re-testing the relevance and materiality of an emissions source.
- **Investigate street lighting pricing contract** – Council should engage with Aurora to ensure that it is only charged for the electricity required to power the LED streetlights. It was not evident in this assessment that the reduction in electricity consumption saved by the LED installation was reflected in the electricity bills. However, this may be due to the early onset of the installation. Whatever the case, clarification is required.
- **Conduct an audit of power metering for council facilities** – Council should undertake a feasibility analysis to improve the collection of electricity data across Council buildings. This may include installing electricity smart meters or deploying a data management system to enable electricity information to feed into a single data source.
- **Improve Council's data collection efficiency** – Engage the relevant data providers (e.g. Aurora) to identify the potential opportunities to download electronic datasets rather than the current paper-based processes. For example, being able to download a site-specific or collective electricity consumption in a CSV file. Additionally, identify the potential for establishing auto-download links (e.g. APIs) for relevant data.

- **Resource the identification and collation of the data** – Council should recognise that collecting and entering the data is a process that takes time and as such staff resourcing commensurate with the task should be allocated annually.
- **Calculate Council's GHG emission profile each year** – Council should conduct an annual audit of their Municipality's GHG emissions. This can be achieved by following the methodology in this report (in accordance with the Climate Active Organisation Standard) or by employing a consultant to perform the assessment. These annual audits will incorporate any variations in the NGA Factors for Tasmania.

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## List of Abbreviations

CO <sub>2</sub>	carbon dioxide
CO <sub>2</sub> -e	carbon dioxide equivalent
GHG	greenhouse gas emission
t/CO <sub>2</sub> -e	Tonnes of carbon dioxide equivalent
NGA	National Greenhouse Accounts

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# 1 Introduction

## 1.1 Background

In the *Kingborough Council Climate Change Plan 2019-2024*, Council committed to a target of net zero emissions by 2050 (Action KCE 3.1.1). Actions KCE 3.1.1 and 3.1.2 indicate that the practical implications of such a commitment should be considered and that a net zero emissions target should be included in a Kingborough Council Greenhouse and Energy Policy. The Kingborough Council Greenhouse Gas Emissions Report 2019-2020 (this report) and the Kingborough Council Net Zero Emissions Report were compiled to advance these requirements.

This assessment has been conducted to determine Kingborough Council's current greenhouse gas (GHG) emissions profile and assist Council with their net zero emissions commitment. The scope of the assessment includes:

- Identifying Kingborough Council's relevant requirements for GHG emissions to align with National reporting standards;
- Outlining the appropriate methodology for calculating Council's GHG emissions;
- Assessing Kingborough Council's GHG emissions profile for the last four financial years (between 2016/17 and 2019/20); and
- Providing recommendations on information gaps and the minimum data required to enable Council to assess their GHG emissions profile in the future.

## 1.2 Kingborough's GHG Emissions Target

Kingborough Council has committed to net zero GHG emissions by 2050. This target is in-line with the Tasmanian Government's emissions reduction goals for carbon neutrality by 2050. As part of their Climate Change Plan 2019-2024, Council aims to 'provide guidance and support to facilitate the Kingborough community transitioning to a low carbon economy' (Kingborough Council, 2019).

### Previous GHG emissions reporting

Council have reported their corporate GHG gas emissions since 2010 and recognise the need to reduce carbon footprint. In their 'Greenhouse Gas Emissions and Energy Use Report 2015-16', Council recorded a steady increase in GHG emissions in the last six years. In the 2015/16 reporting year, Council emitted a total of 15,409 tonnes of CO<sub>2</sub>-e emissions (see Figure 3).

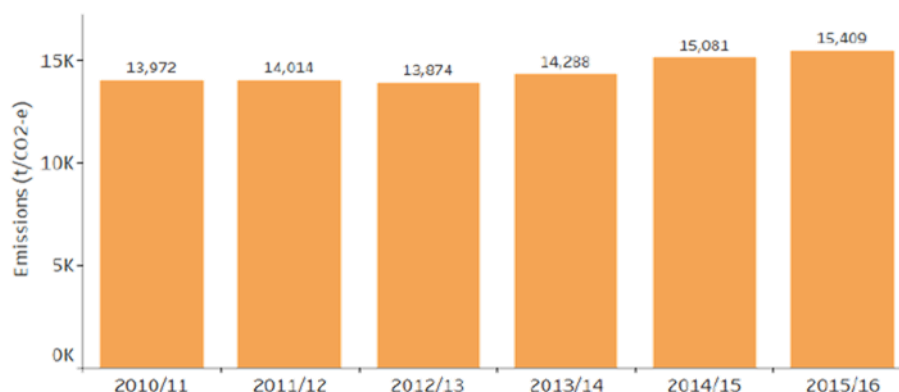


Figure 3: Total emissions report by Kingborough Council between 2010/11 and 2015/16

### 1.3 Assessment Approach

This assessment focused on analysing Kingborough Council's GHG emissions for the last four financial years, from 2016/17 to 2019/20. These reporting years were selected because Council recorded their data in a consistent and measurable format which allowed for a meaningful comparison of their GHG emissions over time.

Council's corporate GHG emissions have been calculated in accordance with the [Climate Active Carbon Neutral Standard](#) (hereafter called the Organisation Standard). This Organisation Standard was developed by the Australian Government Department of Industry, Science, Energy and Resources to support and guide businesses as they account for and reduce carbon emissions (Climate Active, 2019).

The Climate Planning team followed the four-step process from the Organisation Standard in preparing a carbon account (see Figure 4):

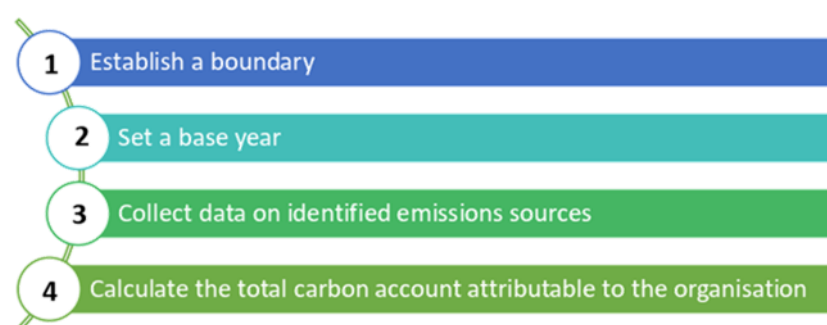


Figure 4: Steps to calculating emissions from Climate Active Carbon Neutral Standard

## 1.4 Limitations

The report is limited to the information provided by Kingborough Council and its relevant third-party providers. Climate Planning identified a few gaps in the data which were estimated using mathematical calculations. Despite these data gaps, this assessment is believed to be a most accurate representation of Kingborough Council's GHG emissions based on the information available.

## 2 Methodology

### 2.1 Council's Emissions Boundary

Kingborough Council's emissions boundary was established using a set of criteria outlined in the 'Climate Active Carbon Neutral Standard for Organisations' document. These criteria identify which of Council's emissions sources are to be included or excluded from their GHG emissions profile.

The organisation has been defined as:

<b>Entity Name:</b>	Kingborough Council
<b>ABN Number:</b>	44 094 485 626
<b>Entity Type:</b>	Local Government Entity

The control approach was used to determine what emissions are considered to be under the direct control of Kingborough Council. This approach identified that Council should have 'operational control' of their GHG emissions. This means that Kingborough Council will report 100 per cent of the GHG emissions from operations over which it has 'the full authority to introduce and implement its operating policies' (Commonwealth of Australia, 2020).

#### Scopes of emissions

The next step was to categorise Kingborough Council's GHG emissions into the following three (3) scopes:

- **Scope 1: 'Direct emissions'** – these include all direct GHG emissions from sources that are within the organisation's control boundary. These could be emissions from fuel use, refrigerants and on-site electricity generation.
- **Scope 2: 'Indirect emissions'** – these include purchased electricity, heat, cooling and steam (i.e. energy produced outside the organisation's control boundary but used within the organisation).
- **Scope 3: 'All other indirect emissions'** – these are all indirect emissions that occur as a result of the activities of the organisation but occur from sources outside the organisation's control boundary.



### Relevance test

The relevance test was applied to ensure Council's GHG emissions profile appropriately reflects the organisation and meets the expectations of stakeholders and the community. Emissions sources are relevant when any two of the following conditions are met:

1. "the emissions from a particular source are likely to be large relative to the organisation's electricity, stationary energy and fuel emissions.
2. the emissions from a particular source contribute to the organisation's greenhouse gas risk exposure (i.e. will the impacts of climate change pose a serious risk to the viability of this emission source over a timeframe suitable to the organisation).
3. the emissions from a particular source are deemed relevant by key stakeholders.
4. the responsible entity has the potential to influence the reduction of emissions from a particular source.
5. the emissions are from outsourced activities that were previously undertaken within the organisation's boundary or from outsourced activities that are typically undertaken within the boundary for comparable organisations." (Commonwealth of Australia, 2020)

Kingborough Council's emissions boundary has been documented in Table 2 below, with an explanation for each emissions source and a justification of its relevance. Emission sources which were determined as not relevant have been excluded from Council's emissions boundary. Since Kingborough Council are focused specifically on GHG emissions emitted by corporate operations and activities, community emissions (not identified as Scope 3) have been excluded from Council's emissions boundary. A disclosure statement of excluded emissions sources has been provided in Appendix A.

Table 2: Relevant emission sources currently included in Kingborough Council's emissions boundary

Scope	Emissions Source	Explanation	Relevance
Scope 1	Petrol (vehicles)	Council's vehicle fleet consumes petrol (gasoline) for transportation purposes.	Relevant to all organisations
	Diesel (vehicles)	Council's vehicle fleet consumes diesel for transportation purpose and works machinery.	
	Diesel (bulk supply)	Council purchase diesel in bulk to be used for plant and equipment that cannot easily access the service stations (e.g. lawn mowers ride, graders, backhoes, loaders, tractors).	
Scope 2	Electricity (facilities)	The Municipality purchase electricity from the grid (through Aurora) for lighting, heating, cooling and miscellaneous activities at Council owned facilities.	Meets 1 and 3 of relevance test
	Street lighting	The Municipality purchases an unmetered supply of electricity for streetlights (through Aurora). Streetlights are owned and operated by Kingborough Council.	
Scope 3	Waste to landfill	All waste is collected through kerbside collection by Veolia and disposed of at Copping landfill (outside the Municipality).	Meets 2, 3 and 4 of relevance test

Scope	Emissions Source	Explanation	Relevance
	Waste (transport)	Council transports community waste to waste drop-off facilities/sites (inside the Municipality).	Meets 2 and 4 of relevance test
	Contractor services	Council purchases/ hires contractors to deliver Council services.	Meets 2 and 5 of relevance test
	Purchased materials and goods	The Municipality purchases materials and goods for Council activities and services (e.g. asphalt, pre-mixed concrete).	Meets 2 and 4 of relevance test
	Office paper	Council employees use office paper for administrative work.	Meets 2 and 4 of relevance test
	Business travel	Council employees undertake travel for work purposes. This includes flights, accommodation, cars rentals and taxis.	Meets 2 and 4 of relevance test

#### The relevance of 'Waste to Landfill'

Kingborough Council maintains joint ownership of Southern Waste Solutions, a waste management authority which is responsible for the operation and management of the Copping Landfill. The authority is registered as the 'Copping Refuse Disposal Site Joint Authority' under the Australian Business Register. Since the Copping Landfill is operated by a third party and the landfill is not located within its municipality, the waste to landfill has been classified as Scope 3 emissions. This was confirmed, with the emissions source meeting criteria 2, 3 and 4 of the relevance test.

#### Non-quantification of relevant emissions

Kingborough Council's relevant emissions sources (listed in Table 2) must be quantified unless it is not technically feasible, practicable or cost-effective relative to its significance. Emissions sources that are relevant but estimated to comprise less than 1% of the Council's total GHG emissions profile are considered non-quantified, this is known as the materiality threshold (see Figure 5). It is important to note that the total amount of non-quantified emissions estimated should be less than 5% of Council's total GHG emissions profile.

Some of the emissions (in Figure 5) are non-quantified because the Council data was either not available or not recorded. It is recommended that Council conduct a review to accurately measure this data and determine the relevance and materiality of each emissions source. Once more data is available, Council can confirm whether they have adhered to the materiality threshold.

These non-quantified emission sources will be included within Council's emissions boundary however they are not included in the GHG emissions calculations.

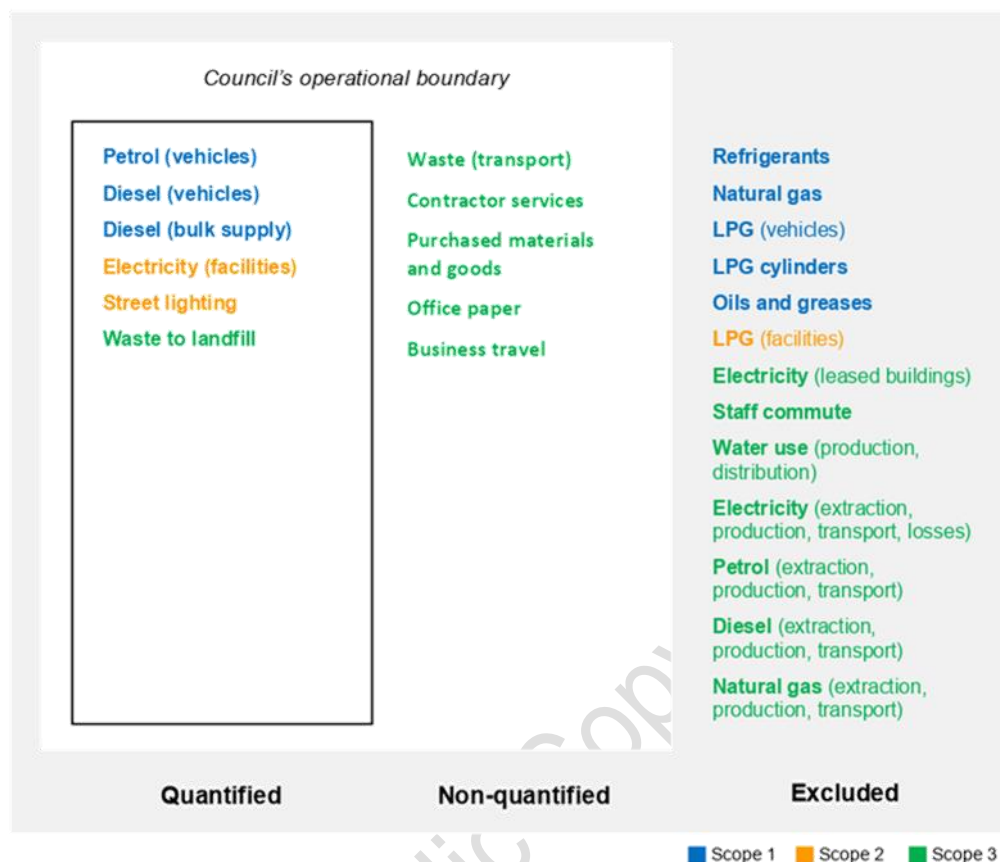


Figure 5: Breakdown of Kingborough Council's emissions boundary

## 2.2 Council's Baseline Year

Kingborough Council has set 2016/17 as their baseline year for GHG emission reporting. This financial year was selected because it is the most recent year for which verifiable carbon emissions data was available from Kingborough Council. This base year provides a starting point for comparison of GHG emissions over time.

## 2.3 Collect Data on Emissions Sources

Climate Planning arranged an initial meeting as well as follow-up communications with a Council representative to request information from sources within Kingborough Council's emission boundary. Measured data was available for most financial years, with only a few estimates made using trendline calculations.

The next section of this report provides a detailed methodology of how the GHG emissions profile was calculated. An employee within Council should be appointed to maintain appropriate records of

emissions sources to be used for future GHG emissions reporting. Recommendations on the minimum data required to repeat this assessment have been provided in Section 5: Minimum Data Requirements.

### 3 Calculate GHG Emissions Profile

#### 3.1 Emissions Factors

The National Greenhouse Accounts (NGA) Factors report has been prepared by the Department of the Environment and Energy and is designed for use by local governments to estimate GHG emissions (Commonwealth of Australia, 2019). NGA Factors and multipliers applicable to Kingborough Council's operations have been provided in Table 3.

Table 3: NGA factors and multipliers relevant to Kingborough Council

Emissions Source	Energy Content Factor	Emission Factor	Multiplier for GHG Emissions
<b>Electricity</b>			
2016/17 Electricity for scope 2 (TAS)	N/A	0.19 kg CO <sub>2</sub> -e/kWh	0.00019
2017/18 Electricity for scope 2 (TAS)	N/A	0.15 kg CO <sub>2</sub> -e/kWh	0.00015
2018/19 Electricity for scope 2 (TAS)	N/A	0.15 kg CO <sub>2</sub> -e/kWh	0.00015
2019/20 Electricity for scope 2 (TAS)	N/A	0.15 kg CO <sub>2</sub> -e/kWh	0.00015
<b>Fuel</b>			
Petrol (vehicles)	34.2 GJ/kL	69.7 kg CO <sub>2</sub> e-/GJ	2.3837
Diesel (vehicles)	38.6 GJ/kL	70.5 kg CO <sub>2</sub> e-/GJ	2.7213
Diesel (bulk supply)	38.6 GJ/kL	70.5 kg CO <sub>2</sub> e-/GJ	2.7213
<b>Street lighting</b>			
2016/17 Electricity for scope 2 (TAS)	N/A	0.19 kg CO <sub>2</sub> -e/kWh	0.00019
2017/18 Electricity for scope 2 (TAS)	N/A	0.15 kg CO <sub>2</sub> -e/kWh	0.00015
2018/19 Electricity for scope 2 (TAS)	N/A	0.15 kg CO <sub>2</sub> -e/kWh	0.00015
2019/20 Electricity for scope 2 (TAS)	N/A	0.15 kg CO <sub>2</sub> -e/kWh	0.00015
<b>Waste</b>			
Waste to landfill	N/A	1.4 t CO <sub>2</sub> -e / t	1.4

#### 3.2 Electricity Consumption

##### Supply from the main grid - Aurora

Kingborough Council's electricity is purchased from Aurora from the main grid for the following seven (7) key facilities:

- Barretta Office & Reuse Shop
- Civic Centre
- Depot Building & Workshop

- Kingston Community Hub
- North Bruny Community Centre
- Sports Centre
- Twin Ovals

Kingborough Council supplied electricity consumption data for each premise for financial years starting in 2016/17. Using the NCA factors, the Climate Planning team multiplied the usage of electricity by the corresponding emissions factor for each financial year (see Table 3).

### 3.3 Fuel Combustion

#### Liquid fuels - Vehicles

Fleet fuel use data were obtained from Kingborough Council's BP Australia Account. Council provided a detailed spreadsheet with fuel purchases from each vehicle for the 2018/19 and 2019/20 financial years. Using the NCA factors, an analyst multiplied the quantity of petrol by an emission factor of 2.3837 and the amount of diesel by a factor of 2.7213 (see Table 3). The Climate Planning team estimated the two missing financial years (2016/17 and 2017/18) using polynomial trendline calculations.

#### Liquid fuels – Bulk supply

Kingborough Council purchases diesel in bulk to be used for plant and equipment that cannot easily access the service stations (e.g. lawn mowers ride, graders, backhoes, loaders, tractors). Council provided summary calculations of the amount of bulk diesel purchased in the last four financial years. Using the NCA factors, an analyst multiplied the quantity of diesel by a factor of 2.7213 (see Table 3).

### 3.4 Street Lighting

#### Unmetered supply from the main grid - Aurora

Kingborough Council purchases an unmetered supply of electricity Aurora from the main grid for street lighting. Council provided monthly electricity bills which included itemised data for the type and cost of streetlights. The energy used by each light bulb type was calculated by multiplying the wattage for each light type by 12 operating hours and calculating the total usage for the financial year. An analyst multiplied the annual usage for each light bulb type by the total number of streetlights. The energy usage was aggregated and represented in kilowatt-hours. Using the NCA factors, the Climate Planning team multiplied the street light energy usage by the corresponding emissions factor for each financial year (see Table 3).



### 3.5 Waste

#### Waste to landfill (Copping)

All general waste from Council's kerbside service and waste drop-off facilities/sites is transferred to Copping landfill. Council provided summary calculations of the amount of waste sent to the Copping landfill in the last four financial years. Since Kingborough Council do not know the typical composition of their waste, the weighted average emission factor for municipal solid waste was used, as per the NCA factors. The Climate Planning team multiplied the tonnes of waste by an emissions factor of 1.4 (see Table 3).

It is recommended that Council identify the typical composition of their Council and community waste. This will allow for a more accurate calculation of Council's GHG emissions about the type of waste sent to the Copping Landfill.

#### Methane flaring at Barretta landfill site

In 2017/18, Kingborough Council began capturing and flaring methane at the Barretta Landfill. Since methane is a potent greenhouse gas with a Global Warming Potential 25 times greater than that of carbon dioxide (CO<sub>2</sub>), converting the methane gas into CO<sub>2</sub> helps Council reduce their carbon footprint. The gas flared was from emissions generated at the Barretta Landfill from both community waste, and waste generated by Council activities. The gas flaring data for the 2017/18 financial year was provided in a Landfill Gas Industries report, and the 2019/20 flaring data was supplied by Run Energy Pty Ltd. An analyst used trendline calculations to estimate the tonnes of methane captured and flared in during the 2018/19 financial year.

Since 24<sup>th</sup> of March 2011, the Barretta Landfill has been subject to regulatory requirements, which include a qualitative requirement to capture, control, manage or limit landfill gas, methane, odour or greenhouse gases. For this reason, it is recommended that Kingborough Council use the net abatement from methane flaring as a reduction of the total GHG emissions profile.

The net abatement for methane flaring was calculated using the methodology provided in Part 5, Division 1 of the *Carbon Credits (Carbon Farming Initiative – Landfill Gas) Methodology Determination 2015*, and the *National Greenhouse and Energy Reporting (Measurement) Determination 2008*. Detailed calculations have been provided in an MS Excel spreadsheet (see Annex A).

## 4 Assessment Outcomes

This section provides a summary of Kingborough Council's GHG emissions profile and highlights the current abatement actions Council has conducted to reduce their carbon footprint. A detailed table of Kingborough Council's GHG profile for each financial year has been provided in Appendices B-E.

## 4.1 Overview of Council's GHG Emissions

There has been a steady increase in Kingborough Council's total GHG emissions over the last four years, around 3% since the 2016/17 baseline year (see Figure 6). This increase is largely due to a growth in the amount of community and Council waste sent to landfill. Since 2017, a total of 11,559 tonnes of CO<sub>2</sub>-e emissions have been avoided from methane flaring at the Barretta Landfill. However, the projections show that the amount of methane flared is reducing each year with Council saving 3,459 t/CO<sub>2</sub>-e in the 2019/20 financial year.

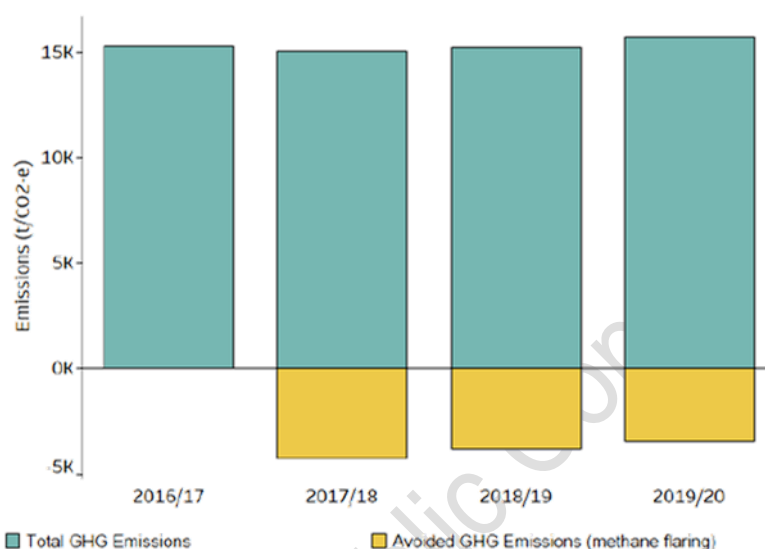


Figure 6: Kingborough Council's total and avoided GHG emissions over the last four years

## 4.2 Council's 2019/20 GHG Emissions Profile

In the 2019/20 financial year, 15,680 t/CO<sub>2</sub>-e were emitted by Council corporate operations and around 3,459 t/CO<sub>2</sub>-e were abated by Council actions (specifically methane flaring). This means Kingborough Council's net emissions for the 2019/20 financial year were 12,220 t/CO<sub>2</sub>-e. The results show Council's main source of emissions are from waste sent to landfill, which accounts for over 92% of Kingborough Council's GHG emissions profile (see Figure 7).

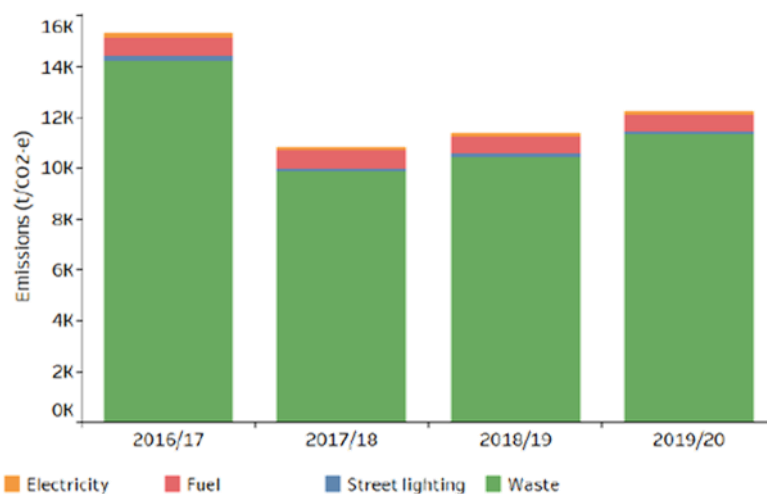


Figure 7: Kingborough Council's net GHG emissions profile for the last four years

#### 4.2.1 Emissions from Electricity

In the 2019/20 financial year, 146 t/CO<sub>2</sub>-e was emitted from electricity used for Council facilities which accounts for around 1.2% of Kingborough Council's GHG emissions profile. The amount of electricity purchased for Council facilities has decreased by 24% since the baseline year. This is likely a result of Kingborough Council supplementing their electricity consumption with solar power. To date, there are five council facilities with photovoltaic (PV) solar panels installed. Council's solar system has saved over \$81,000 since the installation commenced and abated 61.2 tonnes of CO<sub>2</sub>-e emissions (see Table 4).

Table 4: Amount and usage of PV solar panels for each Council facility

Facility	Amount solar installed	Total usage by facility*	Cost Saved	Emissions Abated
Barretta Office & Reuse Shop	15.6 kW	74,320 kWh	\$14,864	11.1 t/CO <sub>2</sub> -e
Civic Centre	50 kW	232,397 kWh	\$46,479	34.9 t/CO <sub>2</sub> -e
Kingston Community Hub	24 kW	24,254 kWh	\$4,851	3.6 t/CO <sub>2</sub> -e
North Bruny Community Centre	20 kW	15,761 kWh	\$3,152	2.4 t/CO <sub>2</sub> -e
Twin Ovals	12 kW	60,948 kWh	\$12,190	9.1 t/CO <sub>2</sub> -e
<b>TOTAL</b>	<b>121.6 kW</b>	<b>407,680 kWh</b>	<b>\$81,536</b>	<b>61.2 t/CO<sub>2</sub>-e</b>

\* Total usage = total PV generated minus total PV exported (recorded from date commenced to June 2020)

#### 4.2.2 Emissions from Fuel

Kingborough Council's vehicle fleet emitted 670 tonnes of CO<sub>2</sub>-e emissions from petrol and diesel fuel sources during the 2019/20 financial year, contributing to 5.5% of Council's net GHG emissions. The vehicle fleet used 12 kL of petrol and 153 kL of diesel, with an additional 83 kL of diesel



purchased by Council for bulk supply (see Figure 8). The amount of fuel used by Council's vehicle fleet has decreased by 8% since the baseline year. Kingborough Council has recently purchased five hybrid vehicles and one hybrid mower. Since hybrid vehicles produce 85% less CO<sub>2</sub>-e emissions than an internal combustion engine vehicle (ClimateWorks Australia, 2018), this supports the minor reductions Council are seeing in their in fuel consumption and GHG emissions.

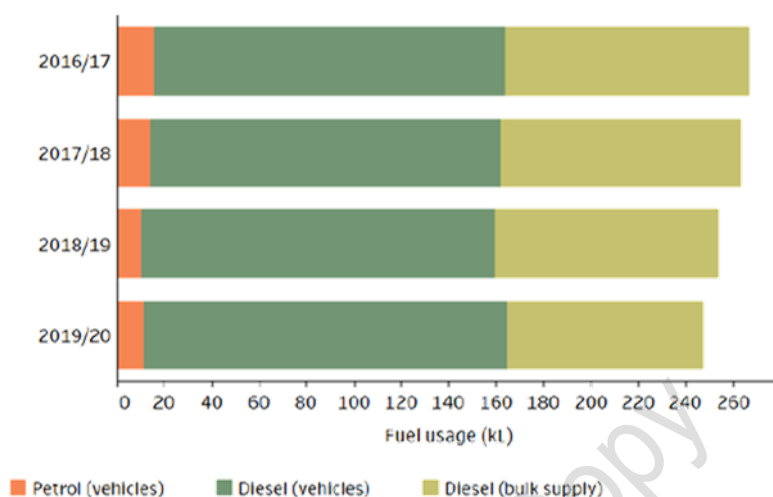


Figure 8: Fuel used by Council's vehicle fleet each financial year

#### 4.2.3 Emissions from Street Lighting

In the 2019/20 financial year, Council emitted 64 t/CO<sub>2</sub>-e from electricity for street lighting (around 0.5% of Council's GHG emissions profile). In the last year, Kingborough Council began a bulk replacement of 1,646 mercury vapour streetlights with energy-efficient LED lights. The breakdown shows the percentage of LED street lighting increased from 5% in 2018/19 financial year to around 78% in 2019/20 (see Figure 9). Since LED lighting is more efficient and cost-effective, this has reduced Council's electricity consumption from street lighting by approximately 50% and resulted in over \$87,000 in cost savings for Kingborough Council in the last financial year.

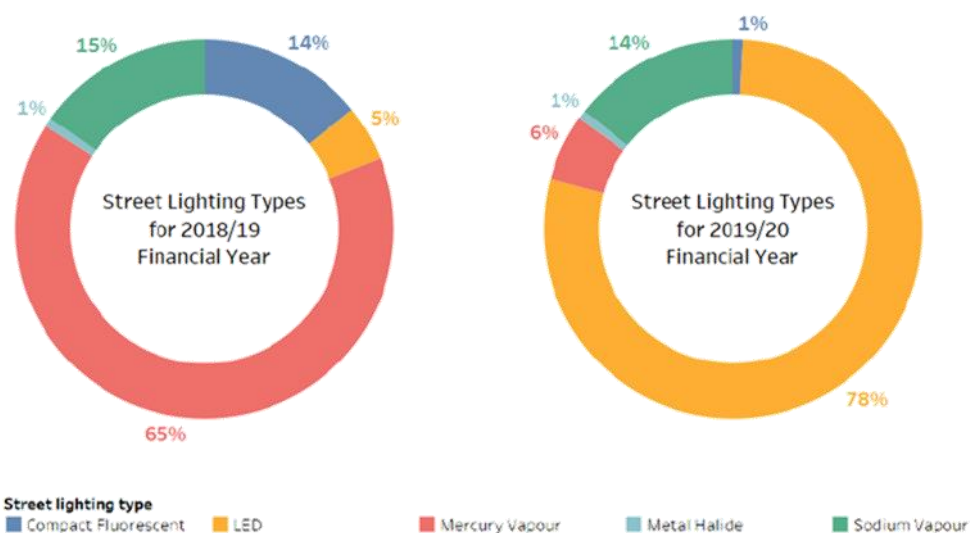


Figure 9: Breakdown of street lighting types for 2018/19 and 2019/20 financial years

#### 4.2.4 Emissions from Waste

Kingborough Council emitted a total of 14,801 tonnes of CO<sub>2</sub>-e emissions from Council and community waste during the 2019/20 financial year (see Table 5). The amount of waste sent to landfill has been gradually increasing since 2016/17, with the trend consistent to population estimates for the Municipality. Waste is Kingborough Council's primary source of GHG emissions, which contributes to over 92% of their GHG emissions profile. In the 2017/18 financial year, Kingborough Council reduced their CO<sub>2</sub>-e emissions by 4,247 tonnes through flaring of methane gas at the Barretta Landfill (see Table 5). The amount of methane flared has slowly declined in the last three years with Council saving 3,459 t/CO<sub>2</sub>-e in the 2019/20 financial year. A linear projection shows that methane supply will run out by 2027, suggesting that methane flaring may only be a viable abatement option for the short-term.

Table 5: Council's emissions from waste for each financial year

Financial year	Total emissions from Waste (t/CO <sub>2</sub> -e)	Emissions abated from flaring (t/CO <sub>2</sub> -e)	Net emissions from waste (t/CO <sub>2</sub> -e)
2016/17	14,223	0	14,223
2017/18	14,087	-4,247	9,840
2018/19	14,267	-3,853	10,414
2019/20	14,801	-3,459	11,342

## 5 Minimum Data Requirements

The Climate Planning team have compiled a table of the minimum data required to calculate Council's GHG emission profile using the methodology outlined in this report, which follows the Organisation Standard. It provides a list of the variables needed to calculate each emissions source and identifies where the data was sourced from (see Table 6).

Table 6: Minimum data requirements to calculate Kingborough Council's GHG emissions profile

Emissions Source	Data Required	Data Source/s
Petrol (vehicles)	<ul style="list-style-type: none"> <li>▪ Litres of fuel sorted by fuel type (i.e. petrol and diesel)</li> </ul>	<ul style="list-style-type: none"> <li>▪ Kingborough Council BP Australia spreadsheet</li> </ul>
Diesel (vehicles)	<ul style="list-style-type: none"> <li>▪ Cost of fuel sorted by fuel type (i.e. petrol and diesel)</li> </ul>	
Diesel (bulk supply)	<ul style="list-style-type: none"> <li>▪ Litres of diesel purchased for bulk supply (annual)</li> <li>▪ Cost of diesel purchased for bulk supply (annual)</li> </ul>	<ul style="list-style-type: none"> <li>▪ Summary data from Council employee/s</li> </ul>
Electricity (facilities)	<ul style="list-style-type: none"> <li>▪ Total kWh used from the grid for each facility every month</li> <li>▪ Total PV solar generated for each facility every month</li> <li>▪ Total PV solar exported from each facility every month</li> <li>▪ Cost from the grid for each facility every month</li> </ul>	<ul style="list-style-type: none"> <li>▪ Kingborough Council All Facilities Energy Usage spreadsheet</li> </ul>
Street lighting	<ul style="list-style-type: none"> <li>▪ List of each street lighting type</li> <li>▪ Quantity of each street lighting type</li> <li>▪ Rate (\$) charged for each street lighting type</li> </ul>	<ul style="list-style-type: none"> <li>▪ Monthly electricity bills from Aurora (unmetered supply)</li> </ul>
	<ul style="list-style-type: none"> <li>▪ Cost of electricity purchased for street lighting (annual)</li> </ul>	<ul style="list-style-type: none"> <li>▪ Street lighting costs spreadsheet</li> <li>▪ Summary data from Council employee/s</li> </ul>
Waste to landfill	<ul style="list-style-type: none"> <li>▪ Tonnes of waste sent to landfill (annual)</li> <li>▪ Cost to send waste to landfill, including transport and gate fee (annual)</li> </ul>	<ul style="list-style-type: none"> <li>▪ Tonnes sent to Copping landfill</li> <li>▪ Summary data from Council employee/s</li> </ul>
Methane flaring	<ul style="list-style-type: none"> <li>▪ Landfill gas volume (standard cubic metres) flared every month</li> </ul>	<ul style="list-style-type: none"> <li>▪ Methane flaring data from Run Energy Pty Ltd</li> <li>▪ 'Methane Flaring Calculations' spreadsheet (Annex A)</li> </ul>

## 6 Recommendations

To improve their understanding and reporting of GHG emissions, Kingborough Council should implement the following recommendations:

- **Identify the composition of Council and community waste** - This will allow for a more accurate calculation of Council's GHG emissions which considers the type of waste sent to

the Copping Landfill. The waste types include food, paper and cardboard, garden and green, textiles, sludge, nappies, rubber and leather, and inert waste (e.g. concrete, metal, plastics, glass).

- **Locate data for Council's non-quantified emissions sources** – Collect data for non-quantified emission sources. If the data is not currently available, Council should implement a process for recording the information.
- **Develop a Data Management Plan for GHG emissions information** – Council should outline how their employees can more accurately and consistently quantify the data for relevant emissions sources.
- **Review Council's excluded emissions sources** – Determine if excluded emissions sources (see Appendix A) are relevant and should be included in Kingborough's GHG emissions profile.
- **Check changes to emissions sources align with methodology** – If additional data is identified for an emissions source, or if changes are made to the status of an emissions source (e.g. quantified, non-quantified, excluded) then an employee should check the changes align with the methodology. This may include re-testing the relevance and materiality of an emissions source.
- **Investigate street lighting pricing contract** – Council should engage with Aurora to ensure that it is only charged for the electricity required to power the LED streetlights. It was not evident in this assessment that the reduction in electricity consumption saved by the LED installation was reflected in the electricity bills. However, this may be due to the early onset of the installation. Whatever the case, clarification is required.
- **Conduct an audit of power metering for council facilities** – Council should undertake a feasibility analysis to improve the collection of electricity data across Council buildings. This may include installing electricity smart meters or deploying a data management system to enable electricity information to feed into a single data source.
- **Improve Council's data collection efficiency** – Engage the relevant data providers (e.g. Aurora) to identify the potential opportunities to download electronic datasets rather than the current paper-based processes. For example, being able to download a site-specific or collective electricity consumption in a CSV file. Additionally, identify the potential for establishing auto-download links (e.g. APIs) for relevant data.
- **Resource the identification and collation of the data** – Council should recognise that collecting and entering the data is a process that takes time and as such staff resourcing commensurate with the task should be allocated annually.
- **Calculate Council's GHG emission profile each year** – Council should conduct an annual audit of their Municipality's GHG emissions. This can be achieved by following the methodology in this report (in accordance with the Climate Active Organisation Standard) or by employing a consultant to perform the assessment. These annual audits will incorporate any variations in the NGA Factors for Tasmania.

## 7 References

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## 8 Appendices

### Appendix A: Emissions sources excluded from Council's GHG emissions boundary

The following table justifies the reason for excluding emissions sources from Kingborough's GHG emissions profile. It is recommended that Council conduct a review to accurately measure this data and determine the relevance and materiality of each emissions source.

Scope	Emissions Source	Justification
Scope 1	Refrigerants	Emissions from Council's domestic refrigerators and air conditioning units is unknown but considered to be negligible.
Scope 1	Natural gas	The Municipality does not consume natural gas for Council operations.
Scope 1	LPG (vehicles)	Council's vehicle fleet does not consume LPG for transportation purposes.
Scope 1	LPG cylinders	The number of portable LPG cylinders used for barbeques and other facilities unknown but considered to be negligible.
Scope 1	Oils and greases	The Municipality does not use oils or greases for Council operations.
Scope 2	LPG (facilities)	The Municipality does not use LPG for lighting, heating, cooling and miscellaneous activities at Council owned facilities.
Scope 3	Electricity (leased buildings)	The Municipality does not provide for any leased and independently operated Council-owned buildings.
Scope 3	Staff commute	Employee commuting does not fall within Council's 'operational control'. Commuting in a Council-owned vehicle is included as Scope 1 emissions.
Scope 3	Water use (production, distribution)	Emissions from Council's water production and distribution is unknown.
Scope 3	Electricity (extraction, production, transport, losses)	Emissions from extraction, production, transport losses of electricity are unknown.
Scope 3	Petrol (extraction, production, transport)	Emissions from extraction, production and transport of petrol are unknown.
Scope 3	Diesel (extraction, production, transport)	Emissions from extraction, production and transport of diesel are unknown.
Scope 3	Natural gas (extraction, production, transport)	Council does not consume emissions from extraction, production and transport of natural gas.

## Appendix B: GHG emissions profile for 2016/17 financial year

Kingborough Council's GHG Emissions Profile for 2016/17 financial year					
Scope	Emissions Source	Units	Usage	Cost (\$)	GHG Emissions (t/CO <sub>2</sub> -e)
Scope 1	Petrol (vehicles)	kL	16	\$19,842	38
	Diesel (vehicles)	kL	148	\$200,854	403
	Diesel (bulk supply)	kL	103	\$120,644	281
	SUBTOTAL		267	\$341,341	722
Scope 2	Electricity (facilities)	kWh	1,081,534	\$237,631	188
	Street lighting	kWh	841,499	\$477,680	160
	SUBTOTAL		1,923,033	\$715,311	348
Scope 3	Waste to landfill	t	10,159	\$448,734	14,223
	SUBTOTAL		10,159	\$448,734	14,223
TOTAL EMISSIONS					15,292
Abatement actions	Methane flaring at Barretta Landfill				0
NET EMISSIONS					15,292

## Appendix C: GHG emissions profile for 2017/18 financial year

Kingborough Council's GHG Emissions Profile for 2017/18 financial year					
Scope	Emissions Source	Units	Usage	Cost (\$)	GHG Emissions (t/CO <sub>2</sub> -e)
Scope 1	Petrol (vehicles)	kL	14	\$18,344	33
	Diesel (vehicles)	kL	148	\$217,239	404
	Diesel (bulk supply)	kL	101	\$119,309	276
	SUBTOTAL		264	\$354,892	712
Scope 2	Electricity (facilities)	kWh	1,045,827	\$211,548	143
	Street lighting	kWh	841,499	\$519,898	126
	SUBTOTAL		1,887,326	\$731,446	270
Scope 3	Waste to landfill	t	10,062	\$472,805	14,087
	SUBTOTAL		10,062	\$472,805	14,087
TOTAL EMISSIONS					15,069
Abatement actions	Methane flaring at Barretta Landfill				-4,247
NET EMISSIONS					10,822



## Appendix D: GHG emissions profile for 2018/19 financial year

Kingborough Council's GHG Emissions Profile for 2018/19 financial year					
Scope	Emissions Source	Units	Usage	Cost (\$)	GHG Emissions (t/CO <sub>2</sub> -e)
Scope 1	Petrol (vehicles)	kL	10	\$15,952	25
	Diesel (vehicles)	kL	149	\$240,709	406
	Diesel (bulk supply)	kL	94	\$104,763	256
	SUBTOTAL		254	\$361,424	687
Scope 2	Electricity (facilities)	kWh	1,032,052	\$205,540	141
	Street lighting	kWh	841,499	\$522,281	126
	SUBTOTAL		1,873,551	\$727,821	267
Scope 3	Waste to landfill	t	10,191	\$472,805	14,267
	SUBTOTAL		10,191	\$472,805	14,267
TOTAL EMISSIONS					15,222
Abatement actions	Methane flaring at Barretta Landfill				-3,853
NET EMISSIONS					11,369

## Appendix E: GHG emissions profile for 2019/20 financial year

Kingborough Council's GHG Emissions Profile for 2019/20 financial year					
Scope	Emissions Source	Units	Usage	Cost (\$)	GHG Emissions (t/CO <sub>2</sub> -e)
Scope 1	Petrol (vehicles)	kL	12	\$17,501	28
	Diesel (vehicles)	kL	153	\$237,593	417
	Diesel (bulk supply)	kL	83	\$71,380	226
	SUBTOTAL		248	\$326,474	670
Scope 2	Electricity (facilities)	kWh	1,107,235	\$207,901	146
	Street lighting	kWh	415,461	\$434,998	62
	SUBTOTAL		1,522,696	\$642,899	208
Scope 3	Waste to landfill	t	10,572	\$517,574	14,801
	SUBTOTAL		10,572	\$517,574	14,801
TOTAL EMISSIONS					15,680
Abatement actions	Methane flaring at Barretta Landfill				-3,459
NET EMISSIONS					12,220





## Kingborough Council Net Zero GHG Emissions Report

October 2020

Public Copy

**Prepared for:**

Kingborough Council

**Date/ Version:**

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**Prepared by:**

Climate Planning

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## Executive Summary

In the *Kingborough Council Climate Change Plan 2019-2024*, Council committed to a target of net zero emissions by 2050 (Action KCE 3.1.1). Actions KCE 3.1.1 and 3.1.2 indicate that the practical implications of such a commitment should be considered and that a net zero emissions target should be included in a Kingborough Council Greenhouse and Energy Policy. The Kingborough Council Net Zero Emissions Report (this report) and the Kingborough Council Greenhouse Gas Emissions Report 2019-2020 were compiled to advance these requirements.

This report has been prepared to assist Kingborough Council in delivering on their commitment to net zero greenhouse gas (GHG) emissions by 2050. The scope of the report includes:

- Presenting Kingborough Council's identified emissions boundary and current GHG emissions profile;
- Estimating Kingborough Council's future GHG emissions under a 'business as usual' scenario;
- Developing GHG emissions reduction options to enable Council to achieve net zero GHG emissions on or before 2050;
- Commenting on the projected GHG emissions and future financial impacts (estimated costs and costs avoided) of each GHG emissions reduction option;
- Providing Kingborough Council with a recommended pathway that is realistic and generates the largest financial savings out to 2050; and
- Facilitating opportunities for leadership in reducing GHG emissions.

## Methodology

Kingborough Council has applied the methodology outlined in the [Climate Active Carbon Neutral Standard](#) (Organisation Standard) to achieve certification of its target of net zero GHG emissions by 2050. Kingborough Council has the option to either become carbon neutral without being certified or to follow the process in the Organisation Standard to apply for a Climate Active certification.

Kingborough Council's GHG emissions profile has been calculated in accordance with the Organisation Standard. Using Council's previous GHG emissions data, the Climate Planning team estimated Kingborough Council's future GHG emissions under a 'business as usual' scenario.

## Council's 2019/20 GHG Emissions Profile

Kingborough Council's net emissions for the 2019/20 financial year were 12,220 t/CO<sub>2</sub>-e. Council's major source of emissions is from waste sent to landfill, with 11,341 t/CO<sub>2</sub>-e emitted this accounts for over 92% of the Municipalities emissions. Other emissions include 146 t/CO<sub>2</sub>-e from electricity for Council facilities (1.2%), 670 t/CO<sub>2</sub>-e from petrol and diesel fuel sources (5.5%), and 64 t/CO<sub>2</sub>-e from electricity for street lighting (0.5%).

## Business as Usual Scenario

The 'business as usual' projection shows a 22% increase in GHG emissions by 2034/35 from the baseline year (see Figure 1). In a further 20 years, Council's GHG emissions are predicted to reach 19,545 t/CO<sub>2</sub>-e which is a 28% increase from the 2016/17 baseline year. Under a 'business as usual' scenario, it is estimated that by 2049/50, Council's GHG emissions will increase by 41% to 21,467 tonnes of CO<sub>2</sub>-e emissions.

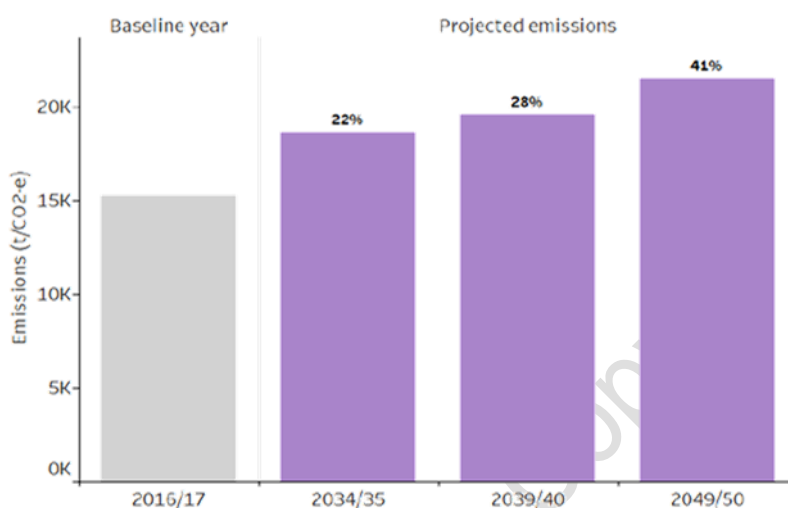


Figure 1: Council's GHG emissions projection (under a 'business as usual' scenario) compared to 2016/17 baseline year

## Council's GHG Emissions Reduction Options

In this report the Climate Planning team present three realistic and achievable GHG emissions reduction options to highlight the possible pathway for Kingborough Council to achieve net zero GHG emissions on or before 2050 (see Figure 2). These options are the Leadership Goal, Reach Goal and Market Goal.

The *Leadership Goal* (net zero GHG emissions by 2035) emphasises the vision that Council seeks to be a leader in reducing carbon emissions. It also informs the community that Council seeks to obtain as many financial benefits as possible from early initiation of carbon reduction activities.

The *Reach Goal* (net zero GHG emissions by 2040) is where Council recognises that early action on reducing emissions is important and that there are financial benefits by being net zero before 2050. It also indicates to the community that Council does not consider it prudent to move earlier or undertake stronger leadership (e.g. 2035).

The *Market Goal* (net zero GHG emissions by 2050) is where Council recognises the importance of net zero by 2050 but is not in a position to take any leadership in reducing their GHG emissions significantly before this date. It anticipates that ratepayers will be comfortable with paying more over the longer time period as opposed to wearing any initial upfront costs.

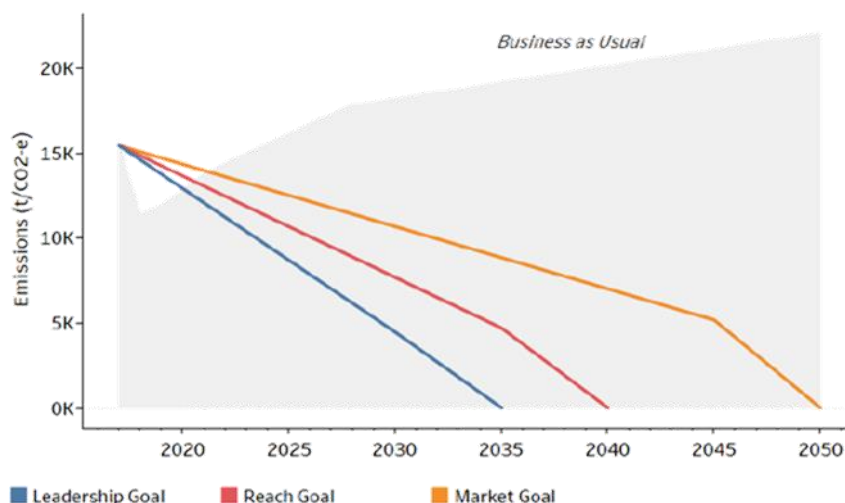


Figure 2: Council's GHG emissions reduction options to achieve carbon neutrality on or before 2050

## Commentary on GHG Emissions Reduction Options

### Waste Reduction

In the last financial year, Kingborough Council disposed of 10,572 tonnes of waste into landfill. This amount is projected to increase in-line with the Municipality's population estimates. This will see a 39% increase in Council's waste to approximately 14,692 tonnes by 2050. Given the substantial contribution of waste to Kingborough Council's GHG emissions profile, a 75% reduction in household waste collected by Council is a necessary (and achievable) abatement action for Council to reach net zero on or before 2050. For the Municipality to stay on track with this waste reduction goal, Kingborough Council will need to start considering more immediate, short term goals which allow for a steady reduction in their waste. A linear trendline has been used to estimate the amount of waste Council will need to reduce every year to achieve each of the GHG emissions reduction options.

The Market Goal will allow for the most gradual abatement of waste. This sees Council begin by reducing 280 tonnes in 2020/21, and slowly increase their waste reduction actions until they achieve around a 7,000-tonne drop in waste by 2044/45. The Leadership Goal encourages to the Municipality to reduce their waste earlier by setting a shorter interim target of 50% reduction by 2030. This will require Council to start by cutting 597 tonnes in the next financial year, and reduce more waste each year until they reach around a 6,000-tonne drop by 2029/30.

### Avoided GHG Emissions

The Leadership Goal is the most ambitious of the three GHG emissions options. In this option Council is expected to save the most GHG emissions of the three options, with over 285,000 t/CO<sub>2</sub>-e avoided up to 2050. If the Reach Goal was implemented, it is estimated that Council will save a total of 216,740 t/CO<sub>2</sub>-e from 2035 to 2050. The Market Goal provides the least amount of avoided GHG

emissions because GHG emissions savings are not applied until 2045, and therefore only 67,922 t/CO<sub>2</sub>-e is predicted to be saved cumulatively out to 2050.

#### Future Cost Savings

Kingborough Council will obtain the greatest financial benefit from acting early with the Leadership Goal to achieve net zero GHG emissions by 2035. Under the Leadership Goal, it is estimated that Council will save a total of \$26.6 million in future operational costs (see Table 1). The future cost savings from the Reach Goal are also substantial (\$21.6 million) given that this goal provides an extra five years for Kingborough Council to plan their strategic approach to reducing their GHG emissions. Under the Market Goal, Council would be waiting until 2045 to execute their abatement actions which will result in the least amount of upfront savings, only \$9.8 million up to 2050. These costs do not include any avoided costs associated with a price on carbon (see next paragraph).

Table 1: Council's estimated cost savings (between 2020 and 2050) from implementing abatement actions

Emissions Category	Leadership Goal	Reach Goal	Market Goal
Electricity	\$624,404	\$437,152	\$125,367
Fuel	\$9,873,789	\$7,543,112	\$2,129,059
Street lighting	\$3,492,970	\$3,724,060	\$4,281,332
Waste	\$12,636,844	\$9,910,546	\$3,336,098
<b>Total</b>	<b>\$26,628,008</b>	<b>\$21,614,870</b>	<b>\$9,871,856</b>

#### Financial Exposure Under a Carbon Price

Council's financial exposure would increase considerably under a carbon price if and when this is introduced in the future. The Climate Planning team generated an internal (shadow) carbon price, which illustrates how different forms of future technology development can provide for alternative pathways to a low-emissions economy.

Without implementing any energy efficiency or emissions reduction initiatives, Council will be exposed to extreme financial costs to balance their future GHG emissions out to 2050 (between \$44.2 and \$60.3 million). Under the likely future enactment of a price on carbon, early action by Kingborough Council will considerably reduce the Municipality's financial risk under a carbon price economy. By implementing abatement actions in-line with 2035 Leadership Goal, Kingborough Council will reduce its cumulative carbon costs to between \$16 million and \$21.4 million.

### Recommendations

To achieve net zero on or before 2050, Kingborough Council must move immediately to establish the necessary governance mechanisms and enable a strategic, considered, and cost-effective path to net zero emissions.

Although three scenarios are presented to Council in this report, it is recommended that Kingborough Council implement the Leadership Goal (net zero emissions by 2035). This is because

the goal is achievable and presents a significant amount of cumulative savings. As with any transformation, there will be an initial outlay for capital and operational expenditure, but this should be deemed an investment, as opposed to a cost. Council should consider creating its own internal investment value, separate from the consolidated funds, which can also be topped up via a revolving fund, with the initial investment paid off over 15 years.

Kingborough Council should implement the following recommendations, regardless of which GHG emission reduction option is chosen:

- **Select a GHG Emissions Reduction Pathway** – As stated above we recommend Kingborough Council implement the Leadership Goal.
- **Develop and implement an Emissions Reduction Strategy (supported by a net zero policy)** - Council should identify the emissions reduction measures to be undertaken over a specified timeframe and quantify expected emissions reductions. It should be noted that developing an emissions reduction strategy is a requirement to receive a Climate Active accreditation.
- **Record, report and disclose emissions reduction initiatives** – Council should be reporting on the abatement actions and achievements which are contributing to their emissions reduction goals. At a minimum, the internal reporting and external disclosure should occur each quarter.
- **Create department-specific goals** – Ensure each department is assigned specific goals to operational control. Record and track department performance every quarter.
- **Develop and implement a Waste Reduction Plan** – The waste reduction plan should have KPIs, clear end targets, and be adequately resourced, including an allocation for intensive and ongoing community engagement.
- **Engage in community education** – Run programs or initiatives which justify Council's target and highlight the savings achieved (in dollars and t/CO<sub>2</sub>-e).
- **Embrace public disclosure** – Use it a lever to justify actions. Disclose progress online or at least in the Annual Report.
- **Undertake a Detailed Economic Analysis** – Seek detailed economic modelling of GHG emissions projections from a suitably qualified person. This is essential for long-term financial planning and decision making.
- **Report on climate-related financial risk** – The Chief Financial Officer should quantify and report on climate-related financial risk annually.
- **Disclose carbon risk in Risk Register** – Include carbon as a financial risk in the risk register until the risk is sufficiently managed.
- **Investigate or contain perverse incentives** – e.g. Remove the penalty for reducing waste at Copping Landfill. Do not commit to any future penalties associated with reducing energy or waste.



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## List of Abbreviations

CO <sub>2</sub> -e	carbon dioxide equivalent
GHG	greenhouse gas emission
t/CO <sub>2</sub> -e	Tonnes of carbon dioxide equivalent
TCFD	Taskforce on Climate-related Financial Disclosures
UNFCCC	United Nations Framework Convention on Climate Change

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# 1 Introduction

## 1.1 Carbon as a Corporate Risk

Up until recently reducing greenhouse gas (GHG) emissions was traditionally seen as an environmental issue. Usually, lead via the environment department local governments who saw reducing GHG emissions as playing a role in minimising broader environmental harm. As the risk of global-scale climate change has become more widely accepted there is now regulatory responses and a market realisation that manifests carbon a corporate (and usually financial) organisational risk.

With the ratification of the UNFCCC Paris Agreement, a plethora of regulatory and market mechanisms have emerged that lever organisations to rapidly decarbonise their operations. Market responses include technological innovation (e.g. electric vehicles) and price parity for low-emissions generation (e.g. solar PV). There is now an unstoppable movement towards decarbonisation of global, national, State and local economies.

The critical point to draw from the above is that, if unmanaged, carbon presents a genuine organisational risk.

Across Australia, public and private sector organisations are making the shift towards net zero emissions. At the State Government level, all Australian State and territory governments have now established net zero emissions targets to be achieved by 2050 if not earlier. The private sector is also moving rapidly. The emergence of the Taskforce on Climate-related Financial Disclosures (TCFD) has seen a significant increase in strategic analysis of climate-related risks and opportunities, driven by shifting investor and shareholder expectations. Investors are increasingly committing to net zero emissions portfolios by 2050 or earlier.

The Tasmanian Government has committed to net zero emissions by 2050 (Department of Premier and Cabinet n.d.). Tasmania also has a target of reducing GHG emissions to 60% below 1990 levels by 2050, which is legislated under the *Climate Change (State Action) Act 2008*. Also, the Australian Government has ratified the International Paris Agreement, which aims to contain global warming to well below 2°C, compared to pre-industrial times.

Recognising existing government commitments to net zero in addition to investor, public and international pressures, it is prudent to assume that drivers for achieving net zero emissions performance by 2050 will remain high and will increase over the coming decades. In this context, the primary consideration for Kingborough Council becomes the preferred trajectory of emissions reduction and abatement – not ‘if’ but ‘how’ it will achieve net zero emissions.

While the intention of carbon reductions is linked to a global curtailment of the extreme climate change, failing to recognise and manage carbon as a corporate risk will ultimately see an inefficient (and potentially wasteful) allocation of ratepayer resources.

In this context, it is prudent for Council to consider and prepare for net zero emissions by 2050 to avoid exposure of both Council and ratepayers to unnecessary additional financial, environmental and governance burden in later years.

Council declared a ‘Climate Change Emergency’ in September 2019. The critical element of the Climate Change emergency relevant for this report is Section 4:

*"Ensure that any strategic financial management and development decisions consider climate change and that this is noted in Council reports."*

The purpose of this report is to explore what net zero emissions may look like for Kingborough Council under three GHG emissions reduction options.

## 1.2 Objectives

In the *Kingborough Council Climate Change Plan 2019-2024*, Council committed to a target of net zero emissions by 2050 (Action KCE 3.1.1). Actions KCE 3.1.1 and 3.1.2 indicate that the practical implications of such a commitment should be considered and that a net zero emissions target should be included in a Kingborough Council Greenhouse and Energy Policy. The Kingborough Council Net Zero Emissions Report (this report) and the Kingborough Council Greenhouse Gas Emissions Report 2019-2020 were compiled to advance these requirements.

This report has been prepared to assist Kingborough Council in delivering on their commitment to net zero GHG emissions by 2050. The scope of the report includes:

- Presenting Kingborough Council's identified emissions boundary and current GHG emissions profile;
- Estimating Kingborough Council's future GHG emissions under a 'business as usual' scenario;
- Developing GHG emissions reduction options to enable Council to achieve net zero GHG emissions on or before 2050;
- Commenting on the projected GHG emissions and future financial impacts (estimated costs and costs avoided) of each GHG emissions reduction option;
- Providing Kingborough Council with a recommended pathway that is realistic and generates the largest financial savings out to 2050; and
- Facilitating opportunities for leadership in reducing GHG emissions.

## 1.3 Methodology

Kingborough Council has applied the methodology outlined in the [Climate Active Carbon Neutral Standard](#) (Organisation Standard) to achieve its target of net zero GHG emissions by 2050. Climate Active is "the only Government-backed program to enable all levels of Australian society to work together to reduce carbon emissions" (Commonwealth of Australia 2020).

Kingborough Council has the option to use the Organisation Standard to become carbon neutral without being certified. If Council seeks to achieve a valid and credible carbon neutral claim, they can follow the process in the Organisation Standard to apply for a Climate Active certification.

The best practice process for becoming carbon neutral is to calculate Council's GHG emissions, ensure that emissions reduction activities are undertaken within the Council (where possible), and then compensate for the remaining GHG emissions through the purchase of eligible offsets (see Figure 3).

## What does it mean to be carbon neutral.

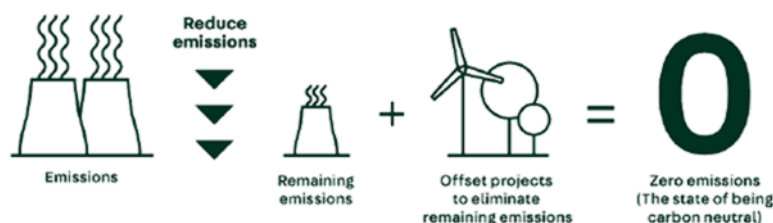


Figure 3: Climate Active carbon neutral diagram (Commonwealth of Australia 2020)

Kingborough Council's GHG emissions profile has been calculated in accordance with the Organization Standard. The methodology and results of this analysis can be found in the supplementary document titled, 'Kingborough Council Greenhouse Gas Assessment Report 2019-20'. Since Kingborough Council are focused specifically on GHG emissions emitted by corporate operations and activities, community emissions (not identified as Scope 3) have been excluded from Council's GHG emissions profile.

Using Council's previous GHG emissions data, the Climate Planning team estimated Kingborough Council's future GHG emissions under a 'business as usual' scenario. This projection was estimated using trendline calculations based on previous data along with a range of assumptions about Council's future energy consumption and delivery of services. A detailed table of assumptions used to estimate Council's future GHG emissions has been provided in Appendix A.

The approach outlined in the Organisation Standard has been followed when developing GHG emissions reduction options for Kingborough Council. The three options developed are the Leadership Goal, Reach Goal and Market Goal which show the abatement actions Kingborough Council can take to achieve carbon neutrality or before 2050.

### 1.4 Limitations

This report used models to predict 1). a 'business as usual' scenario based on Council's current emissions profile, 2). three GHG emissions reduction options to enable Council to achieve net zero emissions on or by 2050, and 3). carbon price scenarios to estimate the carbon risk from different forms of future technology development.

The models are limited by the information used to build them, and several assumptions that were made when calculating these projections. The assumptions used to estimate Council's future GHG emissions have been provided in Appendix A. The carbon price scenarios are based upon modelling undertaken by the New Zealand Productivity Commission. While these carbon price scenarios assume that 100% of the carbon price will be passed on to Council it does provide a good indicative range of financial exposure. The annual unit price of carbon for each carbon price scenario has been supplied in Appendix B.

The models are only an approximation of Council’s future usage, GHG emissions and operational costs – they are not a future prediction. The outputs produced from these models are intended only as a guide to highlight the advantages and disadvantages of selecting specific GHG emissions reduction pathways.

## 2 Council’s Current GHG Emissions

### 2.1 Council’s Emissions Boundary

Kingborough Council’s emissions boundary identifies the emissions sources which have been included or excluded from their GHG emissions profile (see Figure 4). Using the control approach, Kingborough Council has reported 100 per cent of the GHG emissions from operations over which it has “the full authority to introduce and implement its operating policies” (Commonwealth of Australia 2020). The criteria used to determine Council’s emissions boundary is in accordance with the [Climate Active Carbon Neutral Standard](#).

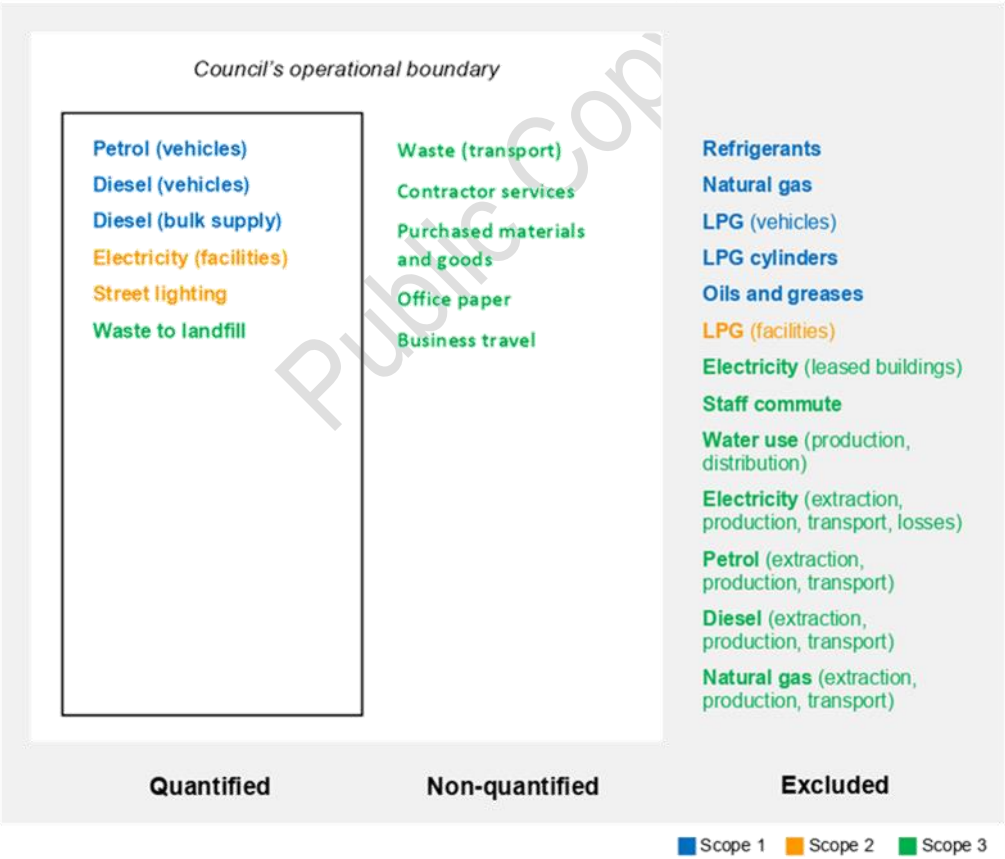


Figure 4: Breakdown of Kingborough Council’s emissions boundary



## 2.2 Council's 2019/20 GHG Emissions Profile

Kingborough Council's net emissions for the 2019/20 financial year were 12,220 t/CO<sub>2</sub>-e. Council's major source of emissions is from waste sent to landfill, with 11,341 t/CO<sub>2</sub>-e emitted this accounts for over 92% of the Municipality's emissions (see Figure 5). Other emissions include 146 t/CO<sub>2</sub>-e from electricity for Council facilities (1.2%), 670 t/CO<sub>2</sub>-e from petrol and diesel fuel sources (5.5%), and 64 t/CO<sub>2</sub>-e from electricity for street lighting (0.5%).

The methodology for calculating Council's GHG emissions profile and detailed findings are presented in the report titled 'Kingborough Council Greenhouse Gas Emissions Report 2019-20'.

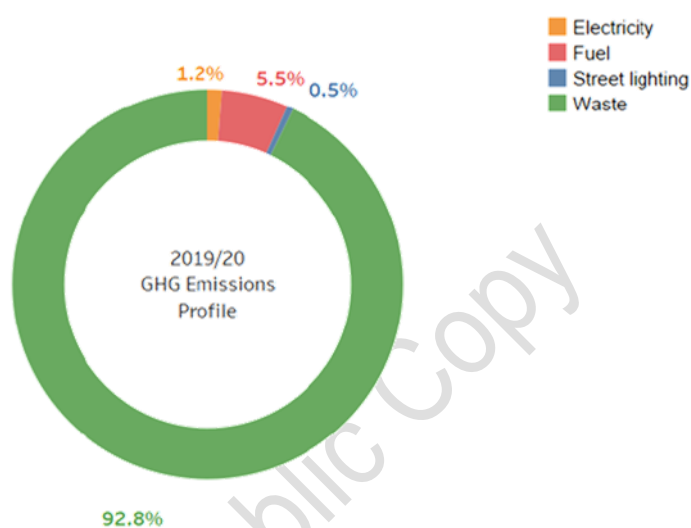


Figure 5: Kingborough Council's net GHG emissions profile for the 2019/20 financial year

## 3 Business as Usual Scenario

The 'business as usual' scenario represents the potential GHG emissions if no abatement action was taken by Council. It was assumed that Council's energy consumption and delivery of services would remain consistent with Council's emissions for the 2019/20 financial year. However, future increases in Council and community waste were based on a linear projection of the Municipality's estimated population growth for each future year (with an average growth of 1.15%). The 'business as usual' projection shows a 22% increase in GHG emissions by 2034/35 from the baseline year (see Figure 6). In a further 20 years, Council's GHG emissions are predicted to reach 19,545 t/CO<sub>2</sub>-e which is a 28% increase from the 2016/17 baseline year. Under a 'business as usual' scenario, it is estimated that by 2049/50, Council's GHG emissions will increase by 41% to 21,467 tonnes of CO<sub>2</sub>-e emissions.

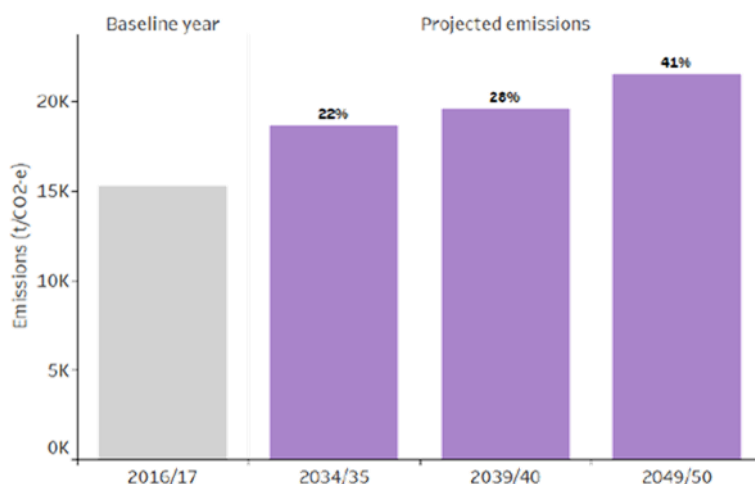


Figure 6: Estimated growth of Council's future GHG emissions (under a 'business as usual' scenario)

Future costs for electricity, fuel and street lighting were calculated using an inflation increase of 2.5% based on 2019/20 financial year. This value is used by Kingborough Council to estimate future costs. However, future increases in the cost of waste were based on a linear projection of Council's current cost of waste per tonne and multiplied by the Municipality's projection of waste for each future year. In the 2016/17 financial year, Council paid over \$1.5 million in operational costs related to GHG emissions sources (see Table 2). In the next 20 years, the costs to Council are predicted to increase by 73%, to around \$2.6 million in 2039/40. It is estimated that by 2049/50, Council's costs for operations will increase to over \$3.4 million under a 'business as usual' scenario.

Table 2: Cost for Council operations under a 'Business as Usual' scenario

Emissions Category	2016/17	2034/35	2039/40	2049/50
Electricity	\$237,631	\$301,103	\$340,670	\$436,086
Fuel	\$341,341	\$472,832	\$534,966	\$684,801
Street lighting	\$477,680	\$630,007	\$712,795	\$912,438
Waste	\$448,734	\$875,858	\$1,015,120	\$1,321,995
<b>Total</b>	<b>\$1,505,386</b>	<b>\$2,279,799</b>	<b>\$2,603,551</b>	<b>\$3,355,321</b>

## 4 Council's GHG Emissions Reduction Options

In this report the Climate Planning team present three realistic and achievable GHG emissions reduction options to highlight the possible pathway for Kingborough Council to achieve net zero GHG emissions on or before 2050 (see Figure 7). These options are:

- **Leadership Goal** - Net zero GHG emissions by 2035
- **Reach Goal** - Net zero GHG emissions by 2040
- **Market Goal** - Net zero GHG emissions by 2050



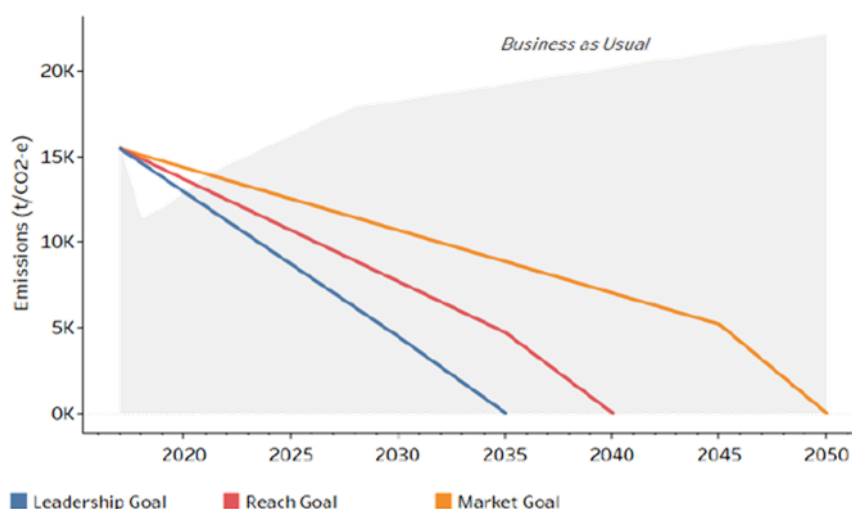


Figure 7: Council's GHG emissions reduction options to achieve carbon neutrality on or before 2050

The GHG emissions reduction options have been developed using a range of abatement actions for each emission source (see Table 3). These actions are calculated based on how much electricity, fuel and waste Council could feasibly reduce by a specific year to meet their target. Climate Planning has identified both an interim target and net zero target for each GHG emission option. The interim target is five years before the net zero target, for example, 2035 is the interim target for the Reach Goal which seeks to achieve net zero GHG emissions by 2040.

An analyst has quantified these actions to provide Council with an estimate of the amount of GHG emission which they can feasibly reduce for each GHG emissions reduction option. The analysis also predicted 'abatement gap' which is the tonnes of CO<sub>2</sub>-e emissions which will need to be offset to achieve net zero emissions by the indicated timeframes.

Table 3: Abatement actions to achieve interim and net zero targets

Emissions Category	Abatement Actions	
	Interim target	Net zero target
Electricity	50% of exported solar stored in batteries	100% of exported solar stored in batteries
	Install 50kW of solar panels on Council Sports centre	Install 65kW of solar panels on two Council facilities
Fuel	50% increase in electric vehicle fleet	100% electric vehicle fleet
	50% of biodiesel used for bulk diesel supply	100% of biodiesel used for bulk diesel supply
	50% reduction in petrol and diesel vehicles	100% reduction in petrol and diesel vehicles
Street lighting	78% LED street lighting	100% LED street lighting
Waste	50% reduction in household waste collected by Council	75% reduction in household waste collected by Council
Abatement gap	Purchase certified carbon credits	Purchase certified carbon credits

## 4.1 Leadership Goal - Net zero emissions by 2035

The Leadership Goal emphasises the vision that Council seeks to be a leader in reducing carbon emissions. It also informs the community that Council seeks to obtain as many financial benefits as possible from early initiation of carbon reduction activities. The projections show that Kingborough Council can feasibly reduce their GHG emission from 2016/17 by 13,993 t/CO<sub>2</sub>-e through implementing the following abatement actions by 2035:

- installing 65kW of solar panels on two Council facilities and storing 100% of their exported solar in batteries will reduce electricity emissions by 20 t/CO<sub>2</sub>-e.
- transitioning to a 100% electric vehicle fleet and purchasing biodiesel for all their bulk diesel supply will reduce fuel emissions by 687 t/CO<sub>2</sub>-e.
- switching to 100% LED streetlights will reduce street lighting emissions by 22 t/CO<sub>2</sub>-e.
- implementing programs which reduce 75% of household waste collected by Council will reduce waste emissions by 13,264 t/CO<sub>2</sub>-e.

To achieve the Leadership Goal of net zero emissions by 2035, it is anticipated that Council will need to offset 4,591 t/CO<sub>2</sub>-e by purchasing certified carbon credits (see Figure 8).

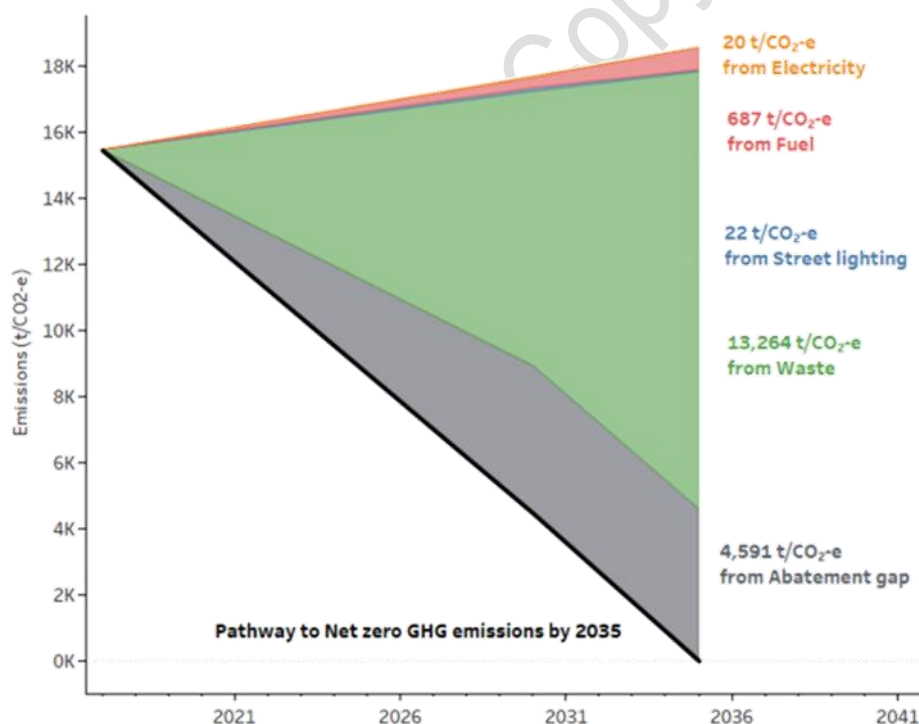


Figure 8: Council's abatement actions to achieve Leadership Goal

## 4.2 Reach Goal - Net zero emissions by 2040

The Reach Goal is where Council recognises that early action on reducing emissions is important and that there are financial benefits by being net zero before 2050. It also indicates to the community that Council does not consider it prudent to move earlier or undertake stronger leadership (e.g. 2035). The projections show that Kingborough Council can feasibly reduce their GHG emission from 2016/17 by 14,714 t/CO<sub>2</sub>-e through implementing the following abatement actions by 2040:

- installing 65kW of solar panels on two Council facilities and storing 100% of their exported solar in batteries will reduce electricity emissions by 20 t/CO<sub>2</sub>-e.
- transitioning to a 100% electric vehicle fleet and purchasing biodiesel for all bulk diesel supply will reduce fuel emissions by 687 t/CO<sub>2</sub>-e.
- switching to 100% LED streetlights will reduce their street lighting emissions by 22 t/CO<sub>2</sub>-e.
- implementing programs which reduce 75% of household waste collected by Council will reduce waste emissions by 13,985 t/CO<sub>2</sub>-e.

To achieve the Reach Goal of net zero emissions by 2040, it is anticipated that Council will need to offset 4,831 t/CO<sub>2</sub>-e by purchasing certified carbon credits (see Figure 9).

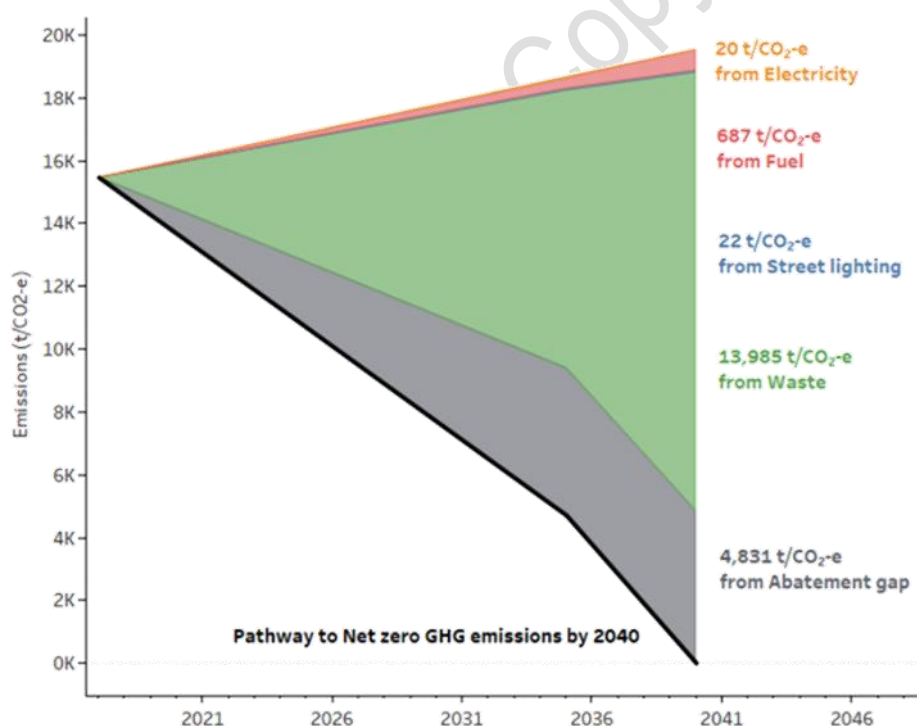


Figure 9: Council's abatement actions to achieve Reach Goal

### 4.3 Market Goal - Net zero emissions by 2050

The Market Goal is where Council recognises the importance of net zero by 2050 but is not in a position to take any leadership in reducing their GHG emissions significantly before this date. It anticipates that ratepayers will be comfortable with paying more over the longer time period as opposed to wearing any initial upfront costs. The projections show that Kingborough Council can feasibly reduce their GHG emission from 2016/17 by 16,156 t/CO<sub>2</sub>-e through implementing the following abatement actions by 2050:

- installing 65kW of solar panels on two Council facilities and storing 100% of their exported solar in batteries will reduce electricity emissions by 20 t/CO<sub>2</sub>-e.
- transitioning to a 100% electric vehicle fleet and purchasing biodiesel for all their bulk diesel supply will reduce fuel emissions by 687 t/CO<sub>2</sub>-e.
- switching to 100% LED streetlights will reduce street lighting emissions by 22 t/CO<sub>2</sub>-e.
- implementing programs which reduce 75% of household waste collected by Council will reduce waste emissions by 13,264 t/CO<sub>2</sub>-e.

To achieve the Market Goal of net zero emissions by 2050, it is anticipated that Council will need to offset 5,312 t/CO<sub>2</sub>-e by purchasing certified carbon credits (see Figure 10).

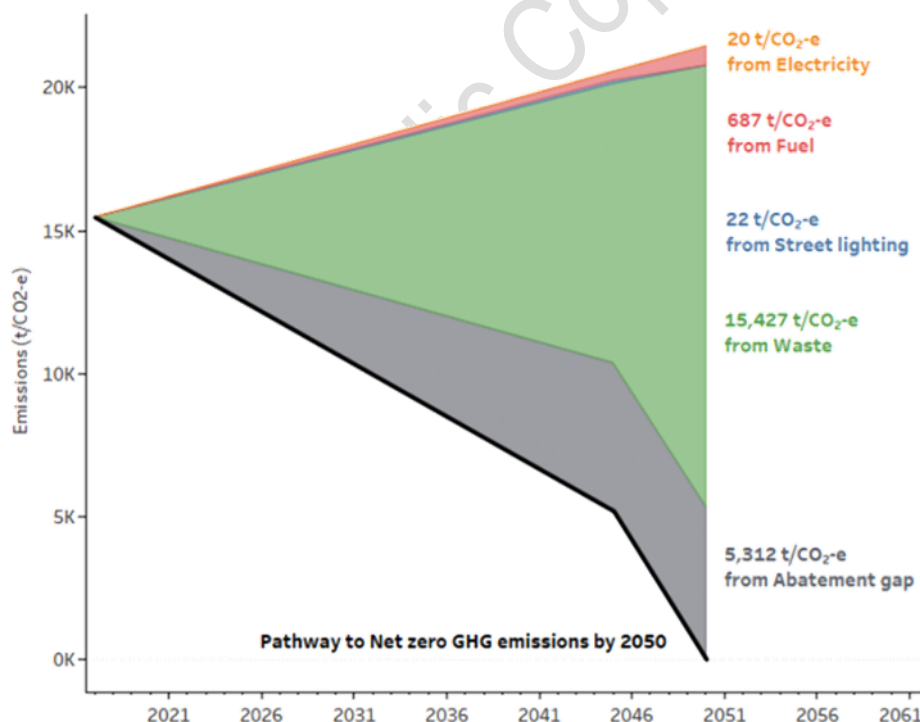


Figure 10: Council's abatement actions to achieve Market Goal

## 5 Commentary on GHG Emissions Reduction Options

This section provides a commentary on the three GHG emissions reduction options presented to Council to reach their net zero targets. It includes a conversation on 1). waste reduction goals, 2). avoided GHG emissions, 3). the potential future cost savings, and 4). financial exposure associated with a potential price on carbon. It is important to note that even in the absence of a price on carbon all options show financial savings associated with a transformation away from carbon-intensive activities.

### 5.1 Waste Reduction

In the last financial year, Kingborough Council disposed of 10,572 tonnes of waste into landfill. This amount is projected to increase in-line with the Municipality's population estimates. This will see a 39% increase in Council's waste to approximately 14,692 tonnes by 2050. Given the substantial contribution of waste to Kingborough Council's GHG emissions profile, a 75% reduction in household waste collected by Council is a necessary (and achievable) abatement action for Council to reach net zero on or before 2050. For the Municipality to stay on track with this waste reduction goal, Kingborough Council will need to start considering more immediate, short term goals which allow for a steady reduction in their waste.

A linear trendline has been used to estimate the amount of waste Council will need to reduce every year to achieve each of the GHG emissions reduction options (see Figure 11). Please note that the values provided are only approximations derived from model projections, and therefore the actual tonnes of waste which Council record in future years is likely to vary.

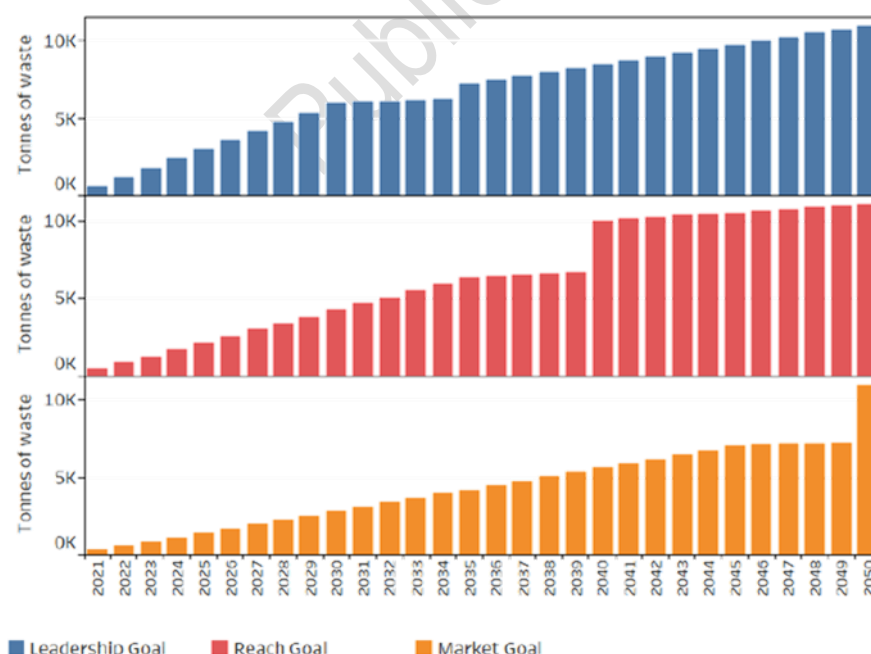


Figure 11: Tonnes of waste to reduce to achieve each GHG emissions reduction option

Table 4 below provides estimates of the tonnes of waste to reduce for each financial year under the three GHG emission reduction options. The Market Goal will allow for the most gradual abatement of waste. This sees Council begin by reducing 280 tonnes in 2020/21, and slowly increase their waste reduction actions until they achieve around a 7,000-tonne drop in waste by 2044/45. The Leadership Goal encourages to the Municipality to reduce their waste earlier by setting a shorter interim target of 50% reduction by 2030. This will require Council to start by cutting 597 tonnes in the next financial year, and reduce more waste each year, until they reach around a 6,000-tonne drop by 2029/30. This information is only intended to be used as a guide to facilitate a broader discussion and policy development associated with Council's waste reduction.

Table 4: Tonnes of waste to reduce each year to achieve emissions reduction options

Financial Year	Tonnes of waste to reduce (t)		
	Leadership Goal	Reach Goal	Market Goal
2019/20	0	0	0
2020/21	597	421	280
2021/22	1,195	842	560
2022/23	1,792	1,263	840
2023/24	2,389	1,684	1,120
2024/25	2,986	2,105	1,401
2025/26	3,584	2,526	1,681
2026/27	4,181	2,947	1,961
2027/28	4,778	3,369	2,241
2028/29	5,375	3,790	2,521
2029/30	5,973*	4,211	2,801
2030/31	6,041	4,632	3,081
2031/32	6,110	5,053	3,361
2032/33	6,179	5,474	3,641
2033/34	6,247	5,895	3,922
2034/35	7,234**	6,316*	4,202
2035/36	7,487	6,385	4,482
2036/37	7,739	6,453	4,762
2037/38	7,991	6,522	5,042
2038/39	8,243	6,591	5,322
2039/40	8,496	9,989**	5,602
2040/41	8,748	10,092	5,882
2041/42	9,000	10,195	6,162
2042/43	9,253	10,298	6,443
2043/44	9,505	10,401	6,723
2044/45	9,757	10,504	7,003*
2045/46	10,010	10,607	7,071
2046/47	10,262	10,710	7,140
2047/48	10,514	10,813	7,209
2048/49	10,767	10,916	7,277
2049/50	11,019	11,019	11,019**

\* Interim zero target = 50% reduction in Council and community waste

\*\* Net zero target = 75% reduction in Council and community waste



There are numerous councils in Australia and around the world who have established strong waste reduction targets (e.g. Brisbane City Council, Redland City Council). All the GHG emissions reduction options require deep reductions of waste by 2050, with the differences being in the timing of activities.

There are several avenues which Council can undertake to reduce waste in-line with GHG emissions reduction targets, which include (but are not limited to):

- Having a waste management strategy that has clear, interim and end goals and key performance indicators.
- Having a well-resourced waste management implementation strategy.
- Implementing waste levies associated with bin size/weight.
- Reducing any barriers (e.g. minimum waste commitments to landfill).

Another opportunity is for Kingborough Council to identify the types of waste sent to the Copping Landfill. This allows for a more accurate calculation of Council's GHG emissions profile and provides Council with the specific insights to enable a targeted improvement in their collection and storage of Council and community waste.

It should be noted that Kingborough Council is currently bound by a usage cap (through a contract with Southern Waste Solutions) which penalises Council if the tonnes of waste entering the Copping Landfill each year falls below a specific amount.

## 5.2 Avoided GHG Emissions

Avoided GHG emissions (or avoided CO<sub>2</sub>-e emissions) are the cumulative carbon reductions which Kingborough Council will achieve as a result of implementing abatement actions. The Leadership Goal is the most ambitious of the three GHG emissions options. In this option Council is expected to save the most GHG emissions of the three options, with over 285,000 t/CO<sub>2</sub>-e avoided up to 2050 (see Figure 12). If the Reach Goal was implemented, it is estimated that Council will save a total of 216,740 t/CO<sub>2</sub>-e from 2035 to 2050. The Market Goal provides the least amount of avoided GHG emissions because GHG emissions savings are not applied until 2045, and therefore only 67,922 t/CO<sub>2</sub>-e is predicted to be saved cumulatively out to 2050.

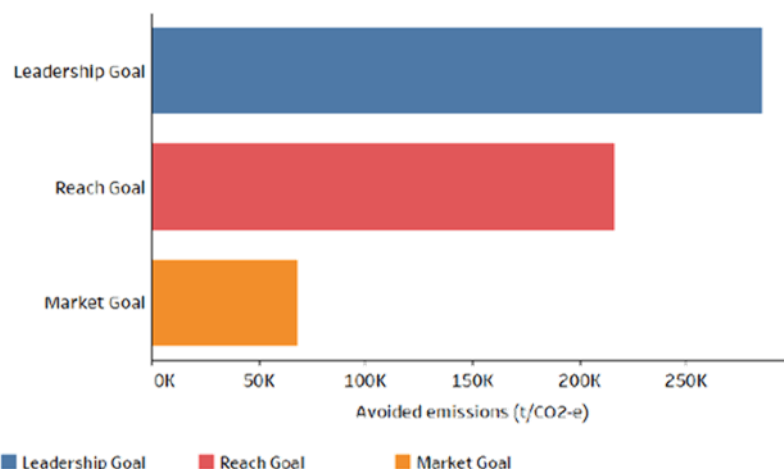


Figure 12: Tonnes of avoided GHG emissions (up to 2050) by implementing GHG emissions options

Kingborough Council will likely see decreases in energy expenditure and/or carbon consumption over time from transitioning to more energy-efficient products and implementing emissions reduction initiatives. One common internal financing mechanism is to create a “revolving climate fund”. In this process, Council would calculate energy savings per annum and make the equivalent budget available for new energy efficiency initiatives to be adopted. This allows for ongoing efficiency improvements with net zero expenditure. This has been implemented by several Councils in Australia (e.g. Onkaparinga Council). It is important to note that energy efficiency, renewable energy and other carbon reduction initiatives may lead to considerable GHG emissions abatement, however, these alone will not see Kingborough achieve net zero emissions by 2050, meaning that some offsets will be required.

### 5.3 Future Cost Savings

The GHG emissions reduction options offer significant savings to future operational costs for Kingborough Council. This is even in the absence of a price on carbon (see next section: Financial Exposure Under a Carbon Price).

These cost savings will arise from implementing the specified abatement actions which seek to increase Council’s usage of solar energy, the transition to electric vehicles, adopt biodiesel fuel sources, switch to more energy-efficient LED street lighting, and reduce household waste considerably. Given the recently available technologies and proven approaches to energy efficiency and waste minimisation, it should be determined that a failure to implement some or all of the activities described above is a failure in long-term financial management.

Kingborough Council will obtain the greatest financial benefit from acting early with the Leadership Goal to achieve net zero GHG emissions by 2035. Under the Leadership Goal, it is estimated that Council will save a total of \$26.6 million in future operational costs, with nearly half of the savings stemming from waste abatement actions (see Table 5).



Table 5: Council's estimated cost savings (between 2020 and 2050) from implementing abatement actions

Emissions Category	Leadership Goal	Reach Goal	Market Goal
Electricity	\$624,404	\$437,152	\$125,367
Fuel	\$9,873,789	\$7,543,112	\$2,129,059
Street lighting	\$3,492,970	\$3,724,060	\$4,281,332
Waste	\$12,636,844	\$9,910,546	\$3,336,098
<b>Total</b>	<b>\$26,628,008</b>	<b>\$21,614,870</b>	<b>\$9,871,856</b>

The future cost savings from the Reach Goal are also substantial given that this goal provides an extra five years for Kingborough Council to plan their strategic approach to reducing their GHG emissions. By 2040, it is estimated that Council will save around \$21.6 million by applying the Reach Goal, with over \$7.5 million from fuel sources alone.

Under the Market Goal, Council would be waiting until 2045 to execute their abatement actions which will result in the least amount of upfront savings. It is estimated that Council will save around \$9.8M in future costs by following the market to achieve carbon neutrality by 2050. However, Kingborough Council has the potential to save approximately \$16.7 million by aims for net zero GHG emissions 10 years earlier than their 2050 target. These costs do not include any avoided costs associated with a price on carbon (see Section 5.4).

Committing to a feasible GHG emission reduction option now will enable Kingborough Council to adopt a measured and targeted approach to its 2050 target. Acting now to establish the relevant governance, strategic approach and funding mechanisms can enable Kingborough to avoid rapid cost increases in later years by supporting a gradual transition to net zero over the next 20-30 years. Failure to adequately plan for and integrate this target into Council strategy and funding may result in a need for rapid transition in later years that increases ratepayer exposure to both energy expenditure and carbon pricing or emissions reduction initiatives.

## 5.4 Financial Exposure Under a Carbon Price

Since Australia has not yet implemented mandatory carbon pricing, it would be understandable to assume that Kingborough Council currently has relatively low exposure to carbon pricing risk. However, Council's financial exposure would increase considerably under a carbon price. To reduce exposure to a future (and likely) carbon price shock, planning for its eventuality should be undertaken immediately. The estimated price of carbon varies considerably. From the current (2020) price for Australian Carbon Credit Units (\$16.50) through to a high carbon scenario used by S&P Global (\$2,300 per tonne) in 2050.

For this project, the Climate Planning team generated an internal (shadow) carbon price, based on international modelling. These scenarios illustrate how different forms of future technology development can provide for alternative pathways to a low-emissions economy. The three (3) carbon price scenarios are as follows (New Zealand Productivity Commission 2018):

- **'Policy Driven' scenario** – Assumes that technologies are slow to develop and reductions in emissions must rely on strong policy such as high emissions prices. Under this scenario, the

price for one tonne of carbon starts at \$32 in 2020, rises to \$74 in 2030 and reaches \$184 by 2050 (prices in AUD 2020).

- **‘Disruptive Decarbonisation’ scenario** – Assumes that technological change is fast, and it disrupts existing industries. Under this scenario, the price for one tonne of carbon starts at \$32 in 2020, rises to \$51 in 2030 and reaches \$144 by 2050 (prices in AUD 2020).
- **‘Stabilising Decarbonisation’ scenario** – Assumes that technological change is also fast, but it reduces emissions in existing industries. Under this scenario, the price for one tonne of carbon starts at \$32 in 2020, rises to \$51 in 2030 and reaches \$230 by 2050 (prices in AUD 2020).

The annual unit price of carbon for each carbon price scenario has been provided in Appendix B.

Given the fact that Council knows it's current and range of projected carbon footprint, it is possible to quantify the organisation's financial exposure. This is done by multiplying the carbon footprint by the estimated price on carbon. While this process assumes that 100% of the carbon price will be passed on to Council it does provide a good indicative range of financial exposure.

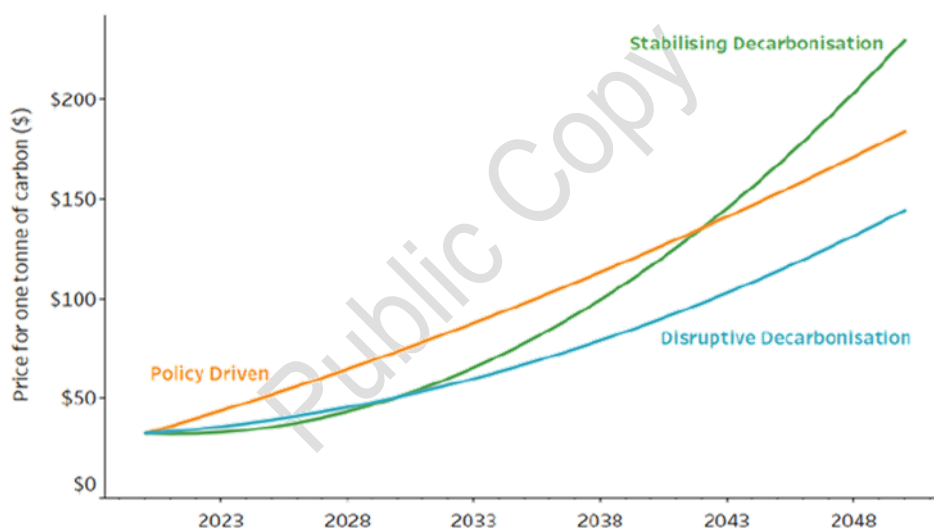


Figure 13: Carbon price scenarios (adapted from the New Zealand Productivity Commission, 2018)

If Kingborough Council were to continue their normal operations, the Municipality's GHG emissions are predicted to rise each year, with a total of 562,000 t/CO<sub>2</sub>-e emitted from Council activities between 2020 and 2050. Without implementing any energy efficiency or emissions reduction initiatives, Council will be exposed to extreme financial costs to balance their future GHG emissions. Under a 'Policy Driven' scenario with slow technological change, Kingborough Council is estimated to pay a total of \$60.3 million in carbon offsets from 2020 to 2050. Even if new technologies and products were to create low emissions markets, the 'Disruptive Decarbonisation' scenario is still predicted to cost Council significantly – a total of \$44.2 million to offset GHG emissions emitted from normal operations between 2020 and 2050.

Under the likely future enactment of a price on carbon, early action by Kingborough Council will considerably reduce the Municipality's financial risk under a carbon priced economy. By trending the with current market towards net zero by 2050 (Market Goal), Council is exposed to a cumulative cost ranging between \$35.6 M under a 'Disruptive Decarbonisation' scenario and \$45 million for a 'Policy Driven' response (see Table 6). By implementing abatement actions early in-line with 2035 Leadership Goal, Kingborough Council will reduce its cumulative carbon costs to between \$16 million and \$21.4 million.

Table 6: Council's financial exposure to carbon (between 2020 and 2050) for each GHG emissions reduction goal

	Leadership Goal	Reach Goal	Market Goal
Policy Driven	\$21.4 million	\$27.1 million	\$45.0 million
Disruptive Decarbonisation	\$16.0 million	\$19.9 million	\$32.6 million
Stabilising Decarbonisation	\$19.2 million	\$23.3 million	\$40.2 million

Beyond Australia's domestic carbon landscape, it is also prudent to consider the trajectory of international climate policy moving forward. International carbon markets will influence prices for international goods and services, creating an embedded carbon price and potential equivalent trade penalties. On the other hand, there is an opportunity to leverage these shifts and market forces through the facilitation of new low carbon markets within the Kingborough area.

## 6 Recommendations

To achieve net zero on or before 2050, Kingborough Council must move immediately to establish the necessary governance mechanisms and enable a strategic, considered, and cost-effective path to net zero emissions.

Although three scenarios are presented to Council in this report, it is recommended that Kingborough Council implement the Leadership Goal (net zero emissions by 2035). This is because the goal is achievable and presents a significant amount of cumulative savings. As with any transformation, there will be an initial outlay for capital and operational expenditure, but this should be deemed an investment, as opposed to a cost. Council should consider creating its own internal investment value, separate from the consolidated funds, which can also be topped up via a revolving fund, with the initial investment paid off over 15 years.

Kingborough Council should implement the following recommendations, regardless of which GHG emission reduction option is chosen:

- **Select a GHG Emissions Reduction Pathway** – As stated above we recommend Kingborough Council implement the Leadership Goal.
- **Develop and implement an Emissions Reduction Strategy (supported by a net zero policy)** - Council should identify the emissions reduction measures to be undertaken over a specified

timeframe and quantify expected emissions reductions. It should be noted that developing an emissions reduction strategy is a requirement to receive a Climate Active accreditation.

- **Record, report and disclose emissions reduction initiatives** – Council should be reporting on the abatement actions and achievements which are contributing to their emissions reduction goals. At a minimum, the internal reporting and external disclosure should occur each quarter.
- **Create department-specific goals** – Ensure each department is assigned specific goals to operational control. Record and track department performance every quarter.
- **Develop and implement a Waste Reduction Plan** – The waste reduction plan should have KPIs, clear end targets, and be adequately resourced, including an allocation for intensive and ongoing community engagement.
- **Engage in community education** – Run programs or initiatives which justify Council's target and highlight the savings achieved (in dollars and t/CO<sub>2</sub>-e).
- **Embrace public disclosure** – Use it a lever to justify actions. Disclose progress online or at least in the Annual Report.
- **Undertake a Detailed Economic Analysis** – Seek detailed economic modelling of GHG emissions projections from a suitably qualified person. This is essential for long-term financial planning and decision making.
- **Report on climate-related financial risk** – The Chief Financial Officer should quantify and report on climate-related financial risk annually.
- **Disclose carbon risk in Risk Register** – Include carbon as a financial risk in the risk register until the risk is sufficiently managed.
- **Investigate or contain perverse incentives** – e.g. Remove the penalty for reducing waste at Copping Landfill. Do not commit to any future penalties associated with reducing energy or waste.

## 7 References

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## 8 Appendices

### Appendix A: Assumptions used to estimate Council's future GHG emissions

Emission Category	Usage	Cost (\$)	Emissions (t/CO2-e)
<b>Electricity</b>	<ul style="list-style-type: none"> <li>Council's have no future plans to construct or operate additional facilities.</li> <li>Council's future electricity consumption from facilities will be the same or lower than the 2019/20 financial year.</li> </ul>	<ul style="list-style-type: none"> <li>Use inflation increase of 2.5% for future costs based on 2019/20 financial year.</li> <li>The value used by Kingborough Council to estimate future costs.</li> </ul>	<ul style="list-style-type: none"> <li>The 2019/20 emissions factors used as a reference point for future emissions.</li> <li>A multiplier of 0.00015 used for electricity (facilities)</li> </ul>
<b>Fuel</b>	<ul style="list-style-type: none"> <li>Council's future usage for petrol and diesel (vehicle) will remain the same as 2019/20 financial year.</li> <li>Council's future usage diesel (bulk supply) will remain the same as 2019/20 financial year.</li> </ul>		<ul style="list-style-type: none"> <li>The 2019/20 emissions factors used as a reference point for future emissions.</li> <li>A multiplier of 2.3837 used for petrol (vehicles).</li> <li>A multiplier of 2.7213 used for diesel (vehicles).</li> <li>A multiplier of 2.7213 used for diesel (bulk supply).</li> </ul>
<b>Street lighting</b>	<ul style="list-style-type: none"> <li>Council's future consumption for street lighting will be the same or lower than the 2019/20 financial year after LED lighting upgrade.</li> </ul>		<ul style="list-style-type: none"> <li>The 2019/20 emissions factors used as a reference point for future emissions.</li> <li>A multiplier of 0.00015 used for street lighting.</li> </ul>
<b>Waste</b>	<ul style="list-style-type: none"> <li>Used estimated residential population for Kingborough Council from 2006 to 2019 (Profile.id 2019).</li> <li>Used linear trendline calculation to predict future population out to 2050 (<math>y = 503.95x + 31236</math>, <math>R^2 = 0.9873</math>).</li> <li>Calculated percentage change in population growth out to 2050 – with values used to predict tonnes of waste for each financial year).</li> <li>Used linear trendline calculation to predict future methane flaring reductions (<math>y = 393.84x - 5034.7</math>, <math>R^2 = 1</math>).</li> </ul>	<ul style="list-style-type: none"> <li>Cost per tonne of waste calculated for previous years.</li> <li>Used linear trendline calculation to predict future cost of waste per tonne (<math>y = 1.3763x + 43.187</math>, <math>R^2 = 0.8133</math>).</li> <li>Multiplied future cost per tonne by the amount of waste.</li> </ul>	<ul style="list-style-type: none"> <li>The 2019/20 emissions factors used as a reference point for future emissions.</li> <li>A multiplier of 1.4 used for waste.</li> </ul>



## Appendix B: Annual Unit Price of Carbon under three Carbon Price Scenarios

Year	Price for one tonne of carbon (\$)		
	Policy Driven	Disruptive Decarbonisation	Stabilising Decarbonisation
2020	\$32.20	\$32.20	\$32.20
2021	\$35.93	\$33.18	\$31.90
2022	\$39.74	\$34.36	\$32.08
2023	\$43.65	\$35.72	\$32.73
2024	\$47.66	\$37.28	\$33.86
2025	\$51.75	\$39.02	\$35.46
2026	\$55.94	\$40.96	\$37.53
2027	\$60.21	\$43.08	\$40.09
2028	\$64.58	\$45.40	\$43.12
2029	\$69.05	\$47.90	\$46.62
2030	\$73.60	\$50.60	\$50.60
2031	\$78.25	\$53.48	\$55.05
2032	\$82.98	\$56.56	\$59.98
2033	\$87.81	\$59.82	\$65.38
2034	\$92.74	\$63.28	\$71.26
2035	\$97.75	\$66.92	\$77.62
2036	\$102.86	\$70.76	\$84.45
2037	\$108.05	\$74.78	\$91.75
2038	\$113.34	\$79.00	\$99.53
2039	\$118.73	\$83.40	\$107.79
2040	\$124.20	\$88.00	\$116.52
2041	\$129.77	\$92.79	\$125.73
2042	\$135.42	\$97.76	\$135.41
2043	\$141.17	\$102.93	\$145.56
2044	\$147.02	\$108.28	\$156.20
2045	\$152.95	\$113.83	\$167.30
2046	\$158.98	\$119.57	\$178.89
2047	\$165.09	\$125.49	\$190.95
2048	\$171.30	\$131.61	\$203.48
2049	\$177.61	\$137.91	\$216.49
2050	\$184.00	\$144.41	\$229.97

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**17 CONFIRMATION OF ITEMS TO BE DEALT WITH IN CLOSED SESSION**

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**RECOMMENDATION**

That in accordance with the *Local Government (Meeting Procedures) Regulations 2015* Council, by absolute majority, move into closed session to consider the following items:

**Confirmation of Minutes**

Regulation 34(6) *In confirming the minutes of a meeting, debate is allowed only in respect of the accuracy of the minutes.*

**Applications for Leave of Absence**

Regulation 15(2)(h) *applications by councillors for a leave of absence*

**Kingborough Awards 2021**

Regulation 15(2)(g) *information of a personal and confidential nature or information provided to the council on the condition it is kept confidential.*

**Barretta Solar Farm - Transfer Request for Construction and Operation Licence**

Regulation 15(2)(c)(iii) *commercial information of a confidential nature, that if disclosed, is likely to reveal a trade secret.*

In accordance with the Kingborough Council *Meetings Audio Recording Guidelines Policy*, recording of the open session of the meeting will now cease.

Open Session of Council adjourned at

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**OPEN SESSION ADJOURNS**

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## OPEN SESSION RESUMES

### RECOMMENDATION

The Closed Session of Council having met and dealt with its business resolves to report that it has determined the following:

Item	Decision
Confirmation of Minutes	
Applications for Leave of Absence	
Kingborough Awards 2021	
Barretta Solar Farm - Transfer Request for Construction and Operation Licence	

### CLOSURE

# APPENDIX

- A Delegated Authority List 13 October 2020 to 27 October 2020.
- B Organisational Development Quarterly Report (September 2020).
- C General Manager's Diary 1 October 2020 to 30 October 2020.
- D Current and Ongoing Minute Resolutions (Open Session).

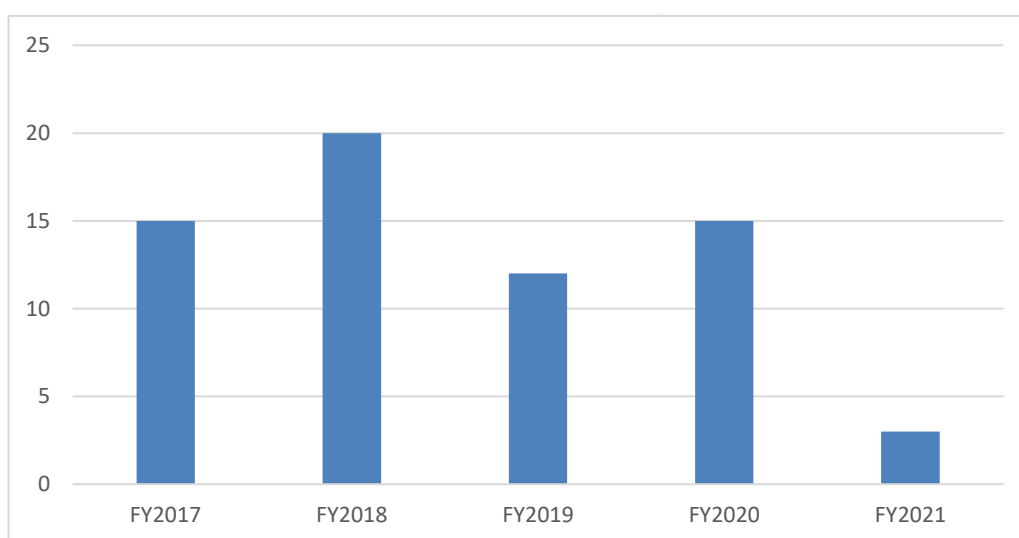
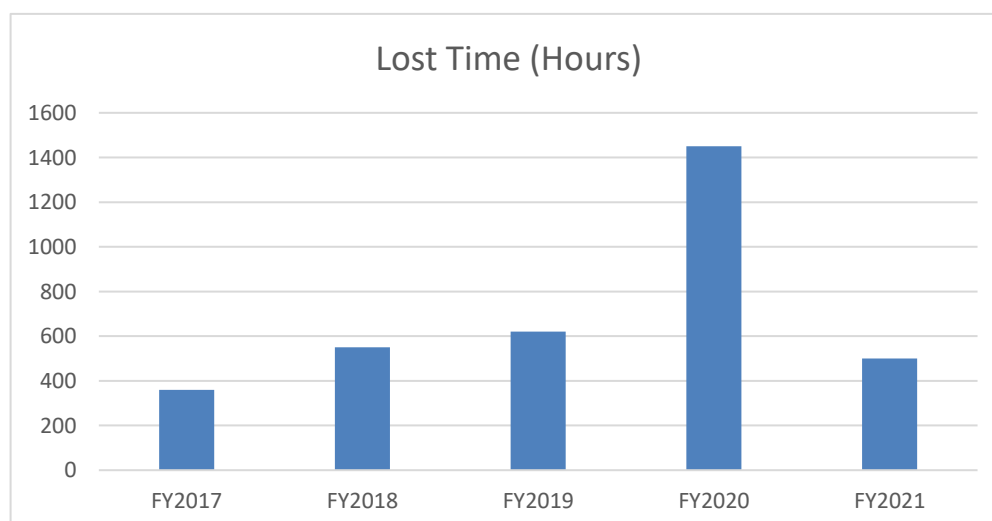
**A DELEGATED AUTHORITY LIST 13 OCTOBER 2020 TO 27 OCTOBER 2020**

<b>DEVELOPMENT APPLICATIONS FOR PERMITTED DEVELOPMENT/USE</b>		
DA-2020-521	P Goss 10 Wellbor Road SNUG	Extension to fire station (uniform storage and drying area)
<b>DEVELOPMENT APPLICATIONS FOR DISCRETIONARY DEVELOPMENT/USE</b>		
DA-2019-100	Mrs J M Vickery 201 Saddle Road KETTERING	Extension to dwelling
DA-2020-100	Systembuilt Homes 5120 Channel Highway GORDON	Dwelling, outbuilding and access
DA-2020-244	Systembuilt Homes 1 Dollery Drive KINGSTON	Two multiple dwellings (one existing)
DA-2020-287	Mr P H Cuthbertson Pearsons Road WOODBIDGE	Dwelling and outbuilding (shed)
DA-2020-409	Systembuilt Homes 12 Panoramic Drive KINGSTON	Dwelling
DA-2020-415	Another Perspective 20 Flowerpot Crescent BLACKMANS BAY	Extension and alterations to existing dwelling (including deck)
DA-2020-423	Wilson Homes Tasmania P/L 67 Hollyhock Drive KINGSTON	Dwelling
DA-2020-461	Green Design 20 Cathedral Road MARGATE	Dwelling and outbuilding (carport/garage)
DA-2020-481	Ms C Lindus 'Kingston Park', 42 Channel Highway and Pardalote Parade road reservation, Kingston	Construction of two new roads (the extension of Pardalote Parade and Road 'F')
DA-2020-484	Mr P S Judson 63 Hollyhock Drive KINGSTON	Two multiple dwellings
DA-2020-487	Another Perspective 80 Hollyhock Drive KINGSTON	Dwelling
DA-2020-488	Tassie Homes P/L 4 White Court KINGSTON	Dwelling

DA-2020-489	Department of State Growth 61 Ferry Road KETTERING	Continuation of placement of temporary cool room
<b>DEVELOPMENT APPLICATIONS FOR NO PERMIT REQUIRED</b>		
DA-2020-511	Mr M Fletcher 3 Apolline Drive KINGSTON	Outbuilding (garage)
DA-2020-543	Mr J & Ms S O'Flaherty 19 Rodway Court KINGSTON	Dwelling
DA-2020-546	Mr A & Mrs L Boulton 4 Jade Court BLACKMANS BAY	Outbuilding (carport)
DA-2020-568	Mr C Miller 6 Wynnstay Court BLACKMANS BAY	Change of use from garage to ancillary dwelling
DA-2020-588	P.A.Dance Builders 90 Van Morey Road MARGATE	New carport and alteration to existing carport
DA-2020-589	Mr D & Mrs A French 13 Reeves Court KINGSTON	Pergola
DA-2020-596	G Hills & Partners Architects 245 Allens Rivulet Road ALLENS RIVULET	Alterations and extension

**B ORGANISATIONAL DEVELOPMENT QUARTERLY REPORT (SEPTEMBER 2020)****1. Work Health and Safety (WHS)**

- 1.1 Council is committed to providing a safe and healthy work environment. Incidents and WHS performance statistics are reviewed regularly by Council's Executive Management Team. It should be noted that the following workers compensation statistics include KWS which is covered under Council's workers compensation insurance policy. Council's workers compensation claims history has resulted in a decrease in workers compensation premiums for the 2020/21 financial year.
- 1.2 Council's workers compensation insurer, Allianz has reported that Council's claim's history indicates that body stressing is the most reported cause of injury for serious workers compensation claims. These are injuries which arise from manual handling, lifting, carrying or putting down of objects. Slips, trips and falls are another common mechanism of injury in the workforce. The three areas of the body for the most serious injuries include the back, upper limbs (shoulders and neck) and lower limbs (legs and ankles). This pattern of injuries is common in industries involved in civil construction, including local government.

**Table 1: Number of Workers Compensation Claims (by Financial Year)****Table 2: Workers Compensation Lost Time in Hours (by Financial Year)**

**Table 3: WHS Indicators – Comparison between Financial Year 2021 and Financial Year 2020**

	<b>FY2020</b>	<b>FY2021 (to end of September 2020)</b>
<b>Total Recordable Injury Frequency Rate</b>	<b>28.83</b>	<b>34.07</b>
<b>Lost Time Injuries</b>	<b>9</b>	<b>2</b>
<b>Medical Treatment Injuries</b>	<b>0</b>	<b>1</b>

**Notes to Table 3:**

- a) **Total recordable injury frequency rate** is all Medical Treatment Injuries and Lost Time Injuries divided by the total hours worked for the same period multiplied by one million hours.
- b) **Lost time injuries** are any injuries where a worker has lost more than one full shift/day of work.
- c) **Medical Treatment Injuries** are injuries which required medical treatment from physician or other medical personnel, but there was no lost time.

**1.3 WHS activities**

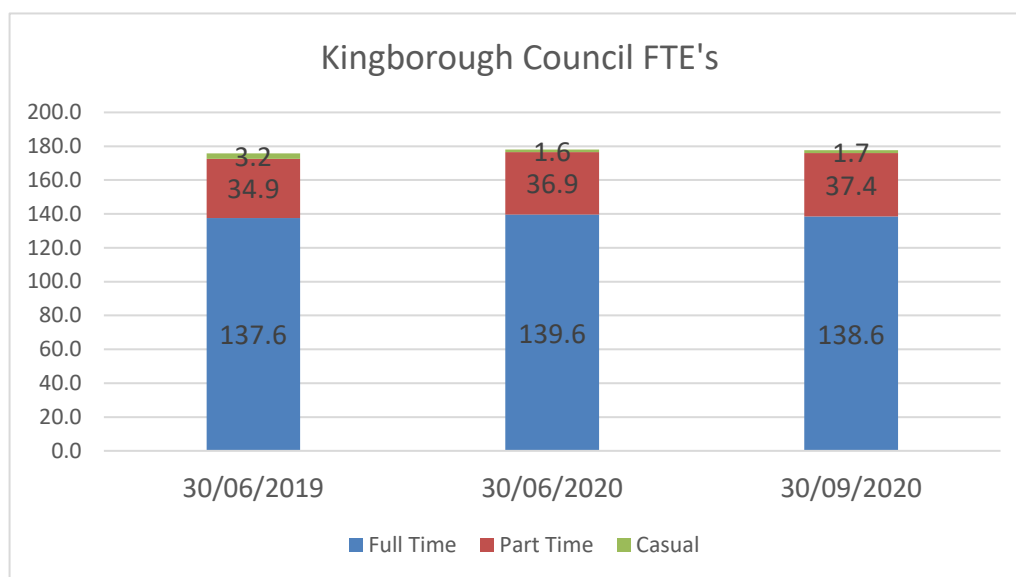
- a) Council has recently implemented an online WHS system for managing its safety obligations, WHS systems and compliance reporting. This system provides for the efficient reporting of incidents and hazards, as well as an employee safety training database and contractor safety inductions.
- b) An inspector from Biosecurity Tasmania, Department of Primary Industries, Parks, Water and Environment conducted an audit of the NRM, Reserves and Twin Ovals chemical handling protocols and procedures. A further inspection will be conducted in three months.
- c) A WHS Consultant from IPM conducted a quarterly independent review of Council worksites including the Road Unit and a safety audit of the Works Depot site.
- d) Council's ergonomic consultant undertook a review of the office ergonomics for employees working in the Civic Centre.
- e) All Council worksites have a COVID-19 Safety Plan, which are reviewed monthly. In September, a Worksafe Inspector conducted an audit of the infection controls and COVID-19 safety preparation at the Kingborough Sports Centre. The audit went well, and staff were complimented on their efforts.

**2. Employee Indicators****2.1 Employee Numbers**

Tight controls are in place to ensure recruitment for positions are planned and budgeted. All replacement and new positions require a Business Case to justify their approval by the Executive Management Team and must be in line with the Workforce Plan.

The figures in Table 4 indicate that Council's staffing numbers have been relatively stable over the last year.

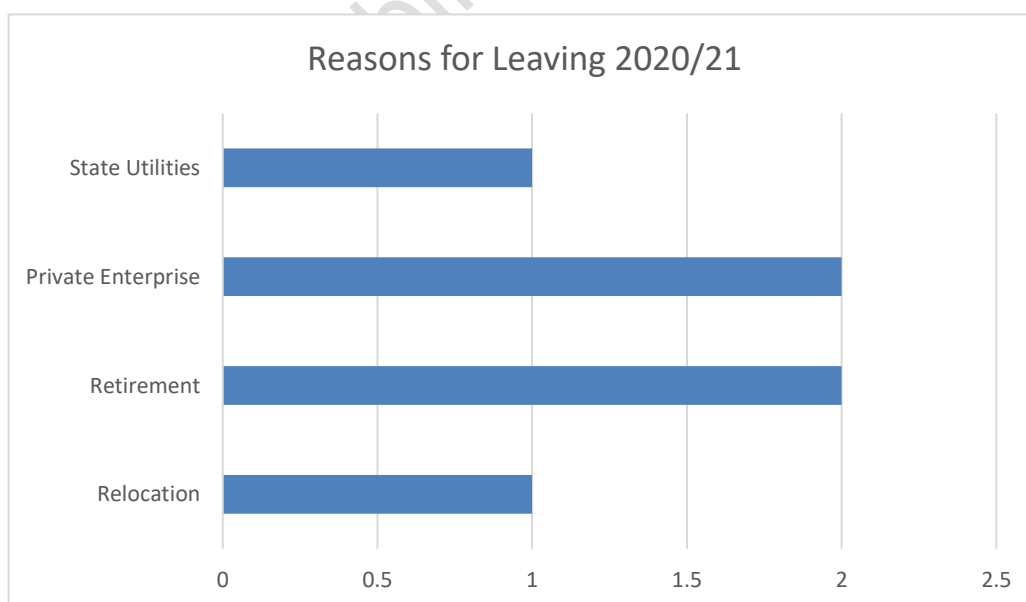
**Table 4: Employee Numbers (recorded as Full-Time Equivalents)**



## 2.2 Recruitment

For the period 1 July 2020 to 30 September 2020, seven new employees were recruited, and six employees resigned from their substantive positions. The reasons for the resignations are shown in Table 5 below.

**Table 5: Reasons for Leaving Fy2021**



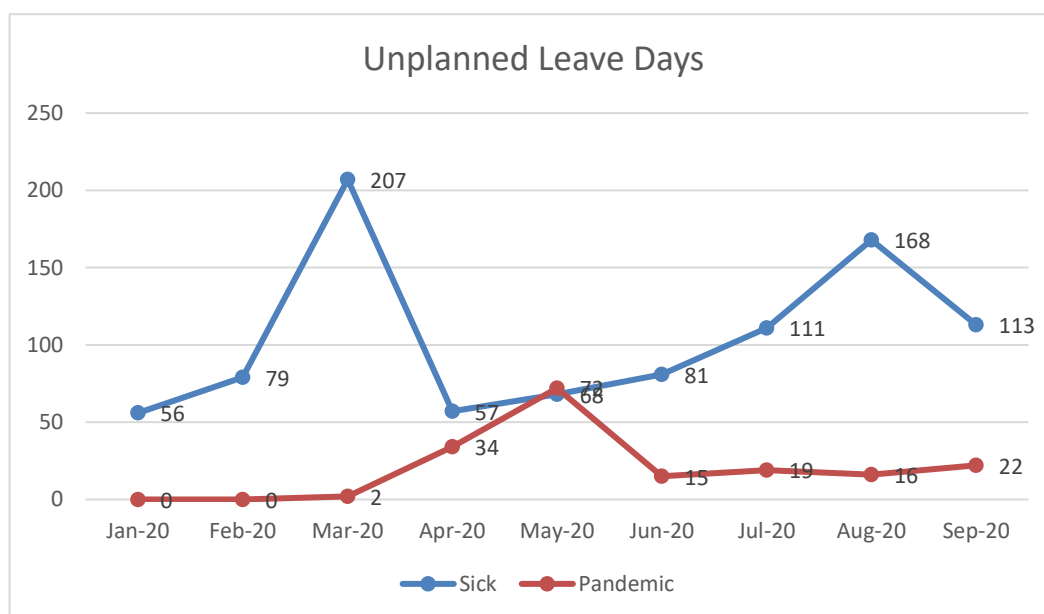
## 2.3 All Employees – Unplanned Leave

Unplanned leave absences are shown in Table 6. The days include paid personal sick/carer's leave and paid pandemic leave. In late March 2020, the General Manager approved the allocation of 10 days paid pandemic leave for all full-time employees (pro-rata for part time

employees). This leave covers employees when they are undergoing a COVID-19 test or are required to self-isolate due to symptoms or waiting for test results. The leave can also be used for unexpected school or childcare closures due to the pandemic of caring responsibilities. Most Councils in Tasmania have provided a similar paid leave entitlement.

From Table 6, it can be noted that unplanned leave peaked in March, and over the winter period (May to August). The explanation may be around the start of the pandemic (including the closure of schools) and the cold and flu seasons. Employees are being directed to stay at home if they have any cold or flu like symptoms and are not being allowed back into the workplace until they have received a negative COVID-19 test or they have a fit for work certificate from their health practitioner. The number of unplanned leave days is expected to decline over the summer period and as employees take scheduled annual leave breaks.

**Table 6: Unplanned Leave Days**



## 2.4 Training and Development

Council is committed to supporting staff in furthering their careers and learning opportunities. Training has been significantly impacted by the COVID-19 pandemic, with most in-person training courses being cancelled for a period of nearly 6 months. At this stage, Council has taken a conservative approach and is not scheduling large group training sessions due to the potential risks. The training focus for the quarter has been on compliance and work health and safety, with staff attending courses off site in small groups. Employees have also attended a range of professional development seminars delivered on-line.

## 2.5 Industrial Relations

Council employees operate under two registered Enterprise Agreements (for office/outdoor employees and the Sports Centre employees) and the provisions of the *Local Government Industry Award 2010*. Negotiations commenced to replace the office/outdoor employees enterprise agreement in March 2020, but the wage negotiations were deferred due to the COVID-19 pandemic. Negotiations have continued around issues outside of the wage bargaining and have focused on flexible work practices and rostering arrangements. A Flexible Work Administrative Policy is currently being discussed with employee representatives and the Union.



In July 2020, a short employee pulse survey was undertaken on employee's perceptions of management's initial response to the pandemic. The survey was completed by 81 employees and overall, the feedback was very positive. The majority of employees feel safe at work and trust the leadership team to make decisions to protect them. They have appreciated the efforts in employee communication during the pandemic period and feel supported by their supervisors and work teams. There was widespread support for continuing the flexible work arrangements which were put in place during the initial shut down period.

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**C GENERAL MANAGER'S DIARY 1 OCTOBER 2020 TO 30 OCTOBER 2020**

5 October	Participated in weekly Metro General Manager's Catchup
	Attended briefing by Minister Jaensch regarding Huntingfield
6 October	Met with Ms Gail Cossins to discuss retaining wall matter
7 October	Met with Mr Mark Loveluck to discuss BAL for development
	Attended the KPMG and ABCC Federal Budget Virtual Breakfast
	Attended the AICD webinar Essential Director Update
	Participated in the Greater Hobart General Managers meeting via Teams
8 October	Participated in a Park 'n Ride update with Mr Steven Burgess of Complete Streets via Teams
	Participated in the Hobart City Deal Transport and Housing Project Steering Committee meeting via Teams
12 October	Participated in weekly Metro General Manager's Catchup
	Attended Council meeting
14 October	Attended LG Professionals Board Meeting
16 October	Attended Council's Audit Panel meeting
19 October	Participated in weekly Metro General Manager's Catchup
	Attended TasWater ORG Expert Advisory Group meeting
	In company with the Mayor, met with Mr Emmanuel Kalis to discuss development at Margate
	Attended Council workshop
20 October	Attended LGAT Code of Conduct Information and Consultation event
26 October	Participated in weekly Metro General Manager's Catchup
	Attended Council meeting
27 October	Attended TasWater ORG Expert Advisory Group meeting
28 October	Met with Mr Mike Redmond to discuss micro-brewery potential sites
29 October	Participated in Kingston Park PCG meeting with Traders In Purple via Teams
	Participated in TasWater LG Owners Representatives meeting

**D CURRENT AND ONGOING MINUTE RESOLUTIONS (OPEN SESSION)**

<b>CURRENT</b>	
<b>Resolution Title</b>	<b>Waste &amp; Recycling Kerbside Extension to Tinderbox</b>
<b>Meeting Date</b>	12 October 2020
<b>Minute No.</b>	C594/19-2020
<b>Status</b>	Ongoing
<b>Responsible Officer</b>	Executive Manager Engineering Services
<b>Officers Comments</b>	As per resolution will survey affected properties to determine willingness for a kerbside collection service extension
<b>Anticipated Date of Completion</b>	January 2021
<b>Resolution Title</b>	<b>New Complaints Handling Framework</b>
<b>Meeting Date</b>	26 October 2020
<b>Minute No.</b>	C624/20-2020
<b>Status</b>	In progress
<b>Responsible Officer</b>	Executive Manager Information Services
<b>Officers Comments</b>	A review of Council's complaints handling process will be undertaken as part of the development of a Customer Service Strategy (Strategic Action 2.4.2 - 2020) and associated review of the Customer Service Charter.
<b>Anticipated Date of Completion</b>	30 June 2021
<b>Resolution Title</b>	<b>Properties for Disposal</b>
<b>Meeting Date</b>	26 October 2020
<b>Minute No.</b>	C626/20-2020
<b>Status</b>	In progress
<b>Responsible Officer</b>	Executive Manager Governance & Community Services
<b>Officers Comments</b>	EOI's sought from Agents
<b>Anticipated Date of Completion</b>	Unknown
<b>STILL BEING ACTIONED</b>	
<b>Resolution Title</b>	<b>Kingborough Sports Precinct Governance Models</b>
<b>Meeting Date</b>	14 September 2020
<b>Minute No.</b>	C521/17-2020
<b>Status</b>	In progress
<b>Responsible Officer</b>	Executive Manager Governance & Community Services
<b>Officers Comments</b>	Research being undertaken
<b>Anticipated Date of Completion</b>	December 2020

<b>Resolution Title</b>	<b>Kingborough Bicycle Advisory Committee Minutes</b>
<b>Meeting Date</b>	14 September 2020
<b>Minute No.</b>	C529/17-2020
<b>Status</b>	Ongoing
<b>Responsible Officer</b>	Executive Manager Engineering Services
<b>Officers Comments</b>	Project bid form updated, guidelines for where separated cycleways may be appropriate will be developed
<b>Anticipated Date of Completion</b>	March 2021
<b>Resolution Title</b>	<b>Code of Conduct Panel</b>
<b>Meeting Date</b>	C553/18-2020
<b>Minute No.</b>	28 September 2020
<b>Status</b>	In progress
<b>Responsible Officer</b>	General Manager
<b>Officers Comments</b>	LGAT notified
<b>Anticipated Date of Completion</b>	December 2020
<b>Resolution Title</b>	<b>Legislative Council Inquiry – TasWater</b>
<b>Meeting Date</b>	24 August 2020
<b>Minute No.</b>	C488/16-2020
<b>Status</b>	In progress
<b>Responsible Officer</b>	General Manager
<b>Officers Comments</b>	Submission lodged
<b>Anticipated Date of Completion</b>	December 2020
<b>Resolution Title</b>	<b>Petition – Road Safety in Coningham and Lower Snug</b>
<b>Meeting Date</b>	24 August 2020
<b>Minute No.</b>	C489/16-2020
<b>Status</b>	Ongoing
<b>Responsible Officer</b>	Executive Manager Engineering Services
<b>Officers Comments</b>	Ongoing discussions to be held with the community to action various requests. This may require future capital bids.
<b>Anticipated Date of Completion</b>	June 2021 for most actions
<b>Resolution Title</b>	<b>Hobart City Deal and Implementing the Kingston Place Strategy</b>
<b>Meeting Date</b>	13 July 2020
<b>Minute No.</b>	C397/13-2020
<b>Status</b>	Ongoing
<b>Responsible Officer</b>	Deputy General Manager
<b>Officers Comments</b>	A major project which will be ongoing for the next three years and regular reports will be provided to Council
<b>Anticipated Date of Completion</b>	Ongoing

<b>Resolution Title</b>	<b>Funding for Public Infrastructure Required to Support Large Sub-divisions</b>
<b>Meeting Date</b>	22 July 2020
<b>Minute No.</b>	C429/14-2020
<b>Status</b>	In progress
<b>Responsible Officer</b>	Manager Development Services
<b>Officers Comments</b>	LGAT has confirmed that in the coming weeks they will be surveying the Councils as part of the project development. There has been work with TasWater specifically about the contributions related to them.
<b>Anticipated Date of Completion</b>	December 2020
<b>Resolution Title</b>	<b>Community Grant Program and Policy Review</b>
<b>Meeting Date</b>	10 March 2020
<b>Minute No.</b>	C186/5-2020
<b>Status</b>	In progress
<b>Responsible Officer</b>	Executive Manager Governance & Community Services
<b>Officers Comments</b>	Policy to be reviewed
<b>Anticipated Date of Completion</b>	November 2020
<b>Resolution Title</b>	<b>Paid Parking Within Central Kingston</b>
<b>Meeting Date</b>	13 January 2020
<b>Minute No.</b>	C30/1-20
<b>Status</b>	In progress
<b>Responsible Officer</b>	Deputy General Manager
<b>Officers Comments</b>	This is to be revisited following the completion by the State government of the Huntingfield park and ride in that it will then be a more suitable venue for Hobart commuters. This facility is to be constructed during the first half of 2021.
<b>Anticipated Date of Completion</b>	May 2021
<b>Resolution Title</b>	<b>Kingborough Youth Arts Prize</b>
<b>Meeting Date</b>	11 November 2019
<b>Minute No.</b>	C723/22-19
<b>Status</b>	In progress
<b>Responsible Officer</b>	Executive Manager Governance & Community Services
<b>Officers Comments</b>	Development of showcase activities delayed due to COVID-19
<b>Anticipated Date of Completion</b>	December 2020
<b>Resolution Title</b>	<b>Bruny Island Boat Club Petition</b>
<b>Meeting Date</b>	9 December 2019
<b>Minute No.</b>	C797/24-19
<b>Status</b>	In progress
<b>Responsible Officer</b>	Executive Manager Governance & Community Services
<b>Officers Comments</b>	Lease agreement terms under negotiation
<b>Anticipated Date of Completion</b>	December 2020

<b>Resolution Title</b>	<b>Recreational Water Quality, Blackmans Bay Beach</b>
<b>Meeting Date</b>	14 October 2019
<b>Minute No.</b>	C696/20-19
<b>Status</b>	In progress
<b>Responsible Officer</b>	Senior Environmental Health Officer
<b>Officers Comments</b>	Recreational Water Quality Investigation Report has been submitted to the Department of Health for consideration by the Director of Public Health.
<b>Anticipated Date of Completion</b>	December 2020
<b>Resolution Title</b>	<b>Safer Routes to School Taroona</b>
<b>Meeting Date</b>	24 June 2019
<b>Minute No.</b>	C427/13-19
<b>Status</b>	Completed
<b>Responsible Officer</b>	Executive Manager Engineering Services
<b>Officers Comments</b>	Traffic counts including pedestrian counts and minor improvement works undertaken. Will continue to monitor area with a view to implementing any other improvements required.
<b>Anticipated Date of Completion</b>	Completed
<b>Resolution Title</b>	<b>Information &amp; Communications Technology Review</b>
<b>Meeting Date</b>	27 May 2019
<b>Minute No.</b>	C364/10-19
<b>Status</b>	In progress
<b>Responsible Officer</b>	Executive Manager Information Services
<b>Officers Comments</b>	Funding source yet to be determined.
<b>Anticipated Date of Completion</b>	Unknown
<b>Resolution Title</b>	<b>Proposed Transfer of Land Owned by UTAS to Council at Taroona Beach</b>
<b>Meeting Date</b>	25 March 2019
<b>Minute No.</b>	C233/6-19
<b>Status</b>	In progress
<b>Responsible Officer</b>	Executive Manager Governance & Community Services
<b>Officers Comments</b>	Awaiting sub-division by UTAS
<b>Anticipated Date of Completion</b>	Unknown
<b>Resolution Title</b>	<b>Tassal Community Advisory Group</b>
<b>Meeting Date</b>	11 September 2017
<b>Minute No.</b>	C460/20-17
<b>Status</b>	In progress
<b>Responsible Officer</b>	Manager Environmental Services
<b>Officers Comments</b>	Tassal have advised that they are considering initiating a group in the Channel region in the future.
<b>Anticipated Date of Completion</b>	Unknown