



Porirua City Greenhouse Gas Inventory

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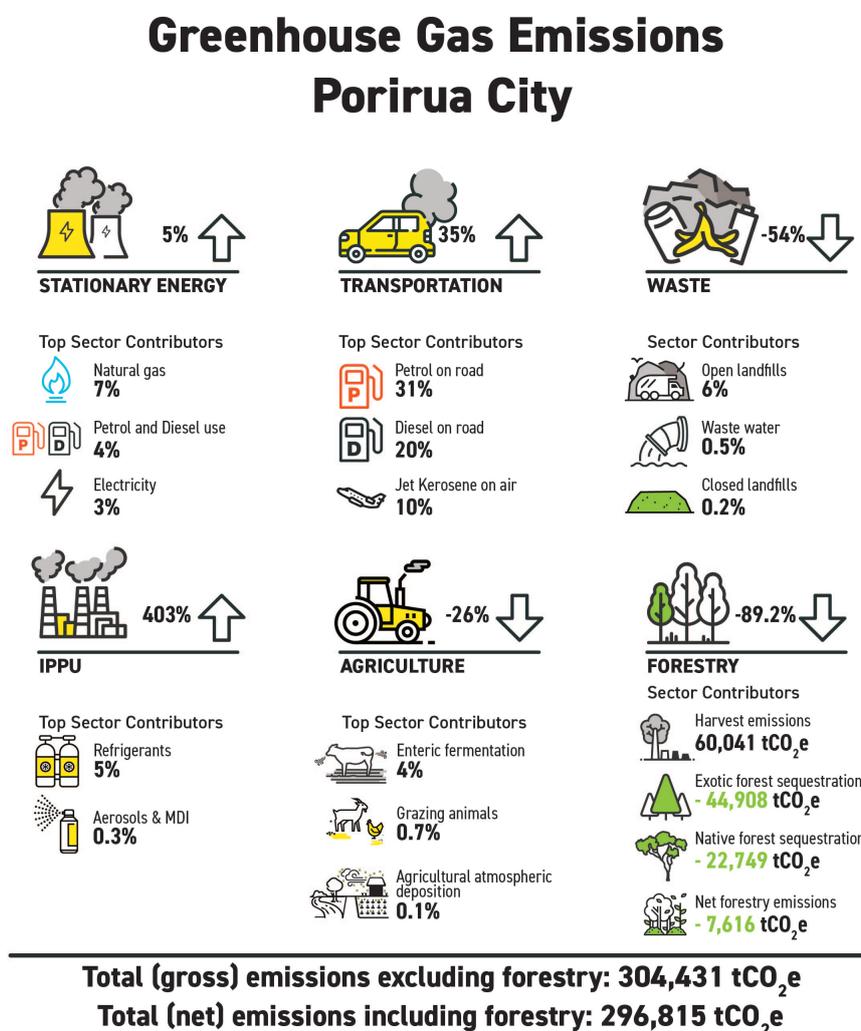
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Executive Summary

Carbon emissions for Porirua City have been measured using the Global Protocol for Community Scale Greenhouse Gas Emissions Inventory (GPC). The method includes emissions from stationary energy, transportation, waste, industry (IPPU), agriculture and forestry sectors. Figure 1 summarises the rate of change in emissions and top contributors to emissions for different sectors.

Figure 1 Summary of change in emissions from 2001 to 2019 including top contributors to total gross emissions from each sector in 2019



The document is split into two parts. In Part 1 this document focusses on the results for the 2018/19 financial reporting year. Referred to hereafter more commonly as 2019 for ease. Part 2 centres on emission trends in the last two decades (2000/01 to 2018/19) or more simply 2001 to 2019. Major findings of the project include:

PART 1 – 2019 Emissions Inventory

- In the 2018/19 reporting year, Porirua City emitted **gross 304,431 tCO₂e**. This equates for approximately **7%** of the Wellington region's total gross emissions, 4,190,050 tCO₂e for the reporting year.
- Transport (e.g. road, rail, and air travel) is the biggest source of emissions accounting for 67% of total gross emissions. Stationary Energy e.g. electricity or gas consumption is the second largest emitter, 15% of total gross emissions. Waste, Industry and agriculture emissions are minor sources of emissions in Porirua City.
- After consideration of carbon sequestration (carbon stored in plants or soil by forests), Porirua City emitted **net 296,815 tCO₂e** emissions. This equates to **12%** of the Wellington region's total net emissions of 2,552,727 tCO₂e.

PART 2 – Changes in Emissions Inventory, 2001 to 2019

- Porirua City's emissions rose by 15%, from **gross 265,688 tCO₂e** to **gross 304,431 tCO₂e (38,743 tCO₂e)** between 2001 and 2019.
- Waste and Agriculture emissions reduced between 2001 and 2019, by 54% and 26% respectively. The reason for the changes differs between sectors. Waste emissions reduced more than any sector due to the use of landfill gas capture. In the case of agriculture, a reduction in the number of livestock animals farmed within the city area has driven the fall in emissions.
- Transport, Stationary Energy and Industry emissions increased between 2001 and 2019, by 35%, 5% and 403% respectively. Within the transport sector road emissions from petrol and diesel use increased by 41% from 2001 to 2019. Natural gas use, the largest source of stationary energy emissions grew by 9%. In the industrial sector the vast majority of emissions are caused by industrial refrigerant use which has increased by 452% in this period.
- The increase in transport emissions is the largest real change (rather than proportionate change) in emissions, increasing by 53,190 tCO₂e between 2001 and 2019. The decrease of 25,250 tCO₂e in emissions from waste sent to landfill was the second biggest real change.
- Net emissions for Porirua City rose by 52%, from **net 194,878 tCO₂e** to **net 296,815 tCO₂e** between 2001 and 2019. The big change in net emissions compared to the change in gross emissions is due to a rise in emissions from harvesting of forest and a fall in sequestration by exotic forestry e.g. pine.

1.0 Introduction

AECOM New Zealand Limited (AECOM) has been commissioned by Porirua City Council (PCC) via a consortium of Wellington Region Councils, to assist in the development of a greenhouse gas footprint for the District for the 2018 / 2019 financial year. The study boundary incorporates the jurisdictions of the Porirua City.

The results of this study are split into two parts. The focus of Part 1 of this document is to explain the results for the 2018/19 financial reporting year. Referred to hereafter as 2019 for ease. Part 2 centres on emission trends in the last two decades (2000/01 to 2018/19), or more simply 2001 to 2019.

2.0 Approach to analysis

The methodological approach used to calculate emissions follows the Global Protocol for Community Scale Greenhouse Gas Emissions Inventory (GPC) published by the World Resources Institute (WRI) 2014. The GPC includes emissions from stationary energy, transport, waste, industry, agriculture and forestry activities within the District's boundary. The sector calculations for Agriculture, Forestry, Solid Waste and Wastewater are based on Intergovernmental Panel on Climate Change (IPCC) workbooks and guidance for emissions measurement. Sectors also use methods consistent with GHG Protocol standards published by WRI for emissions measurement when needed.

The same methodology was used for other community scale greenhouse gas (GHG) inventories around New Zealand, (e.g. Auckland, Christchurch, Dunedin, Tauranga and Southland) and internationally. The GPC methodology¹ represents international best practice for city and regional level GHG emissions reporting.

This inventory assesses both direct and indirect emissions sources. Direct emissions are production-based and occur within the geographic area (Scope 1 in the GPC reporting framework). Indirect emissions are produced outside the geographic boundary (Scope 2 and 3) but are allocated to the location of consumption. An example of indirect emissions is those associated with the consumption of electricity, which is supplied by the national grid (Scope 2). All other indirect emissions such as cross-boundary travel (e.g. rail and flights), and energy transportation and distribution losses fit into Scope 3.

All assumptions made during data collection and analyses have been detailed within Appendix B– Assumptions. The following aspects are worth noting in reviewing the inventory:

- Emissions are expressed on a carbon dioxide-equivalent basis (CO₂e) including climate change feedback using the 100-year Global Warming Potential (GWP) values².
- Total emissions are reported as gross emissions (excluding forestry) and net emissions (including forestry)
- Where district-level data was not accessible, information was calculated via a per capita break-down of national or regional level data, this is further detailed in Appendix B.
- Transport emissions:
 - Transport emissions associated with air, rail and port activity were calculated using the induced activity method. Fuel consumption data was determined from the number of journeys taken, distance travelled and consumption rates for the appropriate transport mode.
 - Shipping emissions due to the movement of logs and timber were allocated based on the relative contribution of each district to harvested forest activity within the region.
- Solid waste emissions:

¹ <http://www.ghgprotocol.org/greenhouse-gas-protocol-accounting-reporting-standard-cities>

² https://www.ipcc.ch/pdf/assessment-report/ar5/wg1/WG1AR5_Chapter08_FINAL.pdf (Table 8.7)

- Solid waste emissions from landfill are measured using the IPCC First Order Decay method that covers landfill activity between 1950 and the present day. Porirua City Council operates one landfill (Spicer Landfill) and accepts waste from Wellington City Council and Kāpiti Coast District Council. Waste from these districts is subtracted from Porirua City and included in their respective districts to avoid double-counting.
- Wastewater emissions:
 - Wastewater from the North Wellington Sewage Catchment treated in Porirua is included in the Wellington City figures.
- Industrial emissions:
 - Due to data confidentiality, the inventory reports all the known industrial product use emissions as one single value and does not break-down emissions by product type. The availability of emissions associated with industry is also restricted due to confidentiality issues and constraints in communication from relevant stakeholders.
- Forestry emissions:
 - This inventory accounts for forest carbon stock changes from afforestation, reforestation, deforestation and forest management (i.e. it applies land-use accounting conventions under the UN Framework Convention on Climate Change rather than the Kyoto Protocol). It treats emissions from harvesting and deforestation as instantaneous rather than accounting for the longer-term emission flows associated with harvested wood products.
 - The inventory considers regenerating (growing) forest areas only. Capture of carbon from the atmosphere is negligible for mature forests that have reached a steady state.
- Due to changes in data sources and methodology, emissions quoted for years prior to 2018/19 may be different to those previously reported.

3.0 2019 Emissions Inventory

This section (Part 1) deals with emission results for the reporting year 2018/19 (2019). The paragraphs, figures and tables below explain the overall emissions and emissions from each sector. The focus of the information presented are gross emissions that need to be addressed in local council policy and initiatives. Results in this section are supported by further information and data in Appendix A.

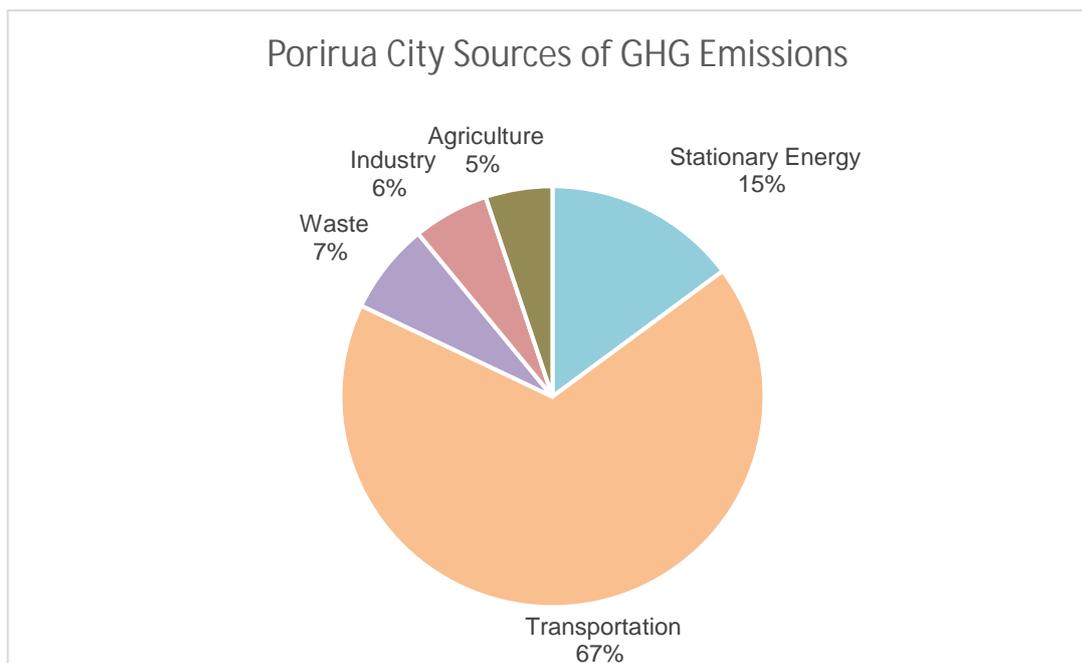
Discussion of per capita emissions is limited to when it is useful for comparing emission figures across the region or with other territorial authorities. Net emissions including results from forestry resources are reported separately.

3.1 Overall results

During the 2018/19 reporting period, Porirua City (PC) emitted **gross 304,431 tCO₂e** and **net 296,815 tCO₂e** emissions. This equates for approximately **7%** of the Wellington region's total gross emissions for the reporting year.

The population in 2019 was approximately 59,100 people, resulting in per capita gross emissions of **5.2 tCO₂e/person**. Transportation emissions are the largest contributor to the inventory for the district, followed by Stationary Energy (refer to Figure 2 and Table 1).

Figure 2: Porirua City's GHG gross emissions split by sector.



The district-level carbon footprint inventory comprises emissions for six different sectors, summarised below:

Stationary Energy: Producing 45,816 tCO₂e in 2019, stationary energy was Porirua City's second highest emitting sector (15% of total gross emissions). Natural Gas consumption produced 20,101 tCO₂e, or 7% of the District's total gross emissions. Electricity consumption is the cause of 8,105 tCO₂e, or 3% of total gross emissions

- Industrial stationary energy consumption accounts for 47% of stationary energy emissions (21,479 tCO₂e) and 7% of total gross emissions.
- Residential stationary energy consumption accounts for 15% of stationary energy emissions (6,999 tCO₂e) and 2% of total gross emissions.

- Commercial stationary energy consumption accounts for 12% of stationary energy emissions (5,521 tCO₂e) and 2% of total gross emissions.
- The remaining 26% of stationary energy emissions (11,816 tCO₂e, 4% of gross emissions) were produced by diesel and petrol, which were not allocated to the above categories.

Transportation: The highest emitting sector, transport, produced 204,211 tCO₂e in the reporting year (67.1% of Porirua City's gross total emissions). Most of these emissions are from petrol and diesel use, that produced a total of 154,298 tCO₂e (76% of the sector's emissions and 51% of Porirua City's total gross emissions). The rest of the transport emissions are produced by Porirua City's share of the emissions associated with air, rail, LPG and Bus Electricity and port activities totalling 49,913 tCO₂e (34% of the sector's total emissions and 24% of PC's total gross emissions).

Waste (solid & wastewater): Waste originating in Porirua City (solid waste and wastewater) produced 21,221 tCO₂e in 2019 which comprises 7% of the City's total gross emissions. Solid waste produced the bulk of this, 19,821 tCO₂e in 2019, making up 93% of total waste emissions.

Solid waste emissions include emissions from both open landfills and closed landfills that are still emitting GHGs. Both open and closed landfills emit landfill (methane) gas from the breakdown of organic materials disposed of in the landfill. Open landfills contributed 19,143 tCO₂e (6%) and closed landfills 679 tCO₂e (0.2%) to gross emissions respectively.

Wastewater produced 1,400 tCO₂e making up 7% of total waste emissions. Wastewater tends to be relatively small emission source compared to solid waste as advanced treatment of wastewater produce low emissions. In contrast, solid waste generates methane gas over many years as organic material enters landfill and emissions depend on the efficiency and scale of landfill gas capture.

Industrial Processes and Product Use (IPPU): This sector includes emissions associated with the consumption of GHGs for refrigerants, foam blowing, fire extinguishers, aerosols, metered dose inhalers and Sulphur Hexafluoride for electrical insulation and equipment production. The IPPU sector also includes emissions associated with industrial activity within the City, which due to confidentiality of data, are reported as a single value. IPPU emissions do not include energy use from industrial manufacturing, which is included in the relevant stationary energy sub-category (e.g. coal, electricity and/or petrol and diesel).

IPPU in Porirua City produced 17,658 tCO₂e in 2019, contributing 5.8% to the City's total gross emissions.

Agriculture: The agricultural sector emitted 15,525 tCO₂e in 2019. This is the smallest contributor to Porirua City's total gross emissions (5.1%). Enteric fermentation produced 84% of Porirua City's agricultural emissions (12,977 tCO₂e). Most of the remaining agricultural emissions were produced from manure from grazing animals on pasture (1,985 tCO₂e).

Forestry: Porirua City has a regenerative native forested area which includes Manuka, Kanuka and Broadleaved Hardwoods. Natives occupy 4,190 ha with exotics occupying a further 1,151 ha of land. In total, 67,657 tCO₂e were sequestered by forests in the Porirua district in 2019.

Of the total sequestered CO₂, native forests sequestered 22,749 tCO₂e while exotic forests sequestered 44,908 tCO₂e in 2019. With emissions produced from harvesting of forestry producing 60,041 tCO₂e, forestry is a net negative source of emissions (-7,616 tCO₂e in 2019).

The detailed break-down of emissions into sub-categories for each sector is provided in Table 1, including the percentage contribution per sector and the total gross emissions (excl. forestry).

Table 1: Summary of Porirua City's gross emissions split by Sector and associated sub-categories.

Sector	tCO ₂ e	% Gross	% Sector
Stationary Energy			
Electricity Consumption	7,490	2.5%	16.3%
Electricity T&D Loss	615	0.2%	1.3%
Natural Gas	17,341	5.7%	37.8%
Natural Gas T&D Loss	2,760	0.9%	6.0%
LPG	3,946	1.3%	8.6%
Stationary Petrol & Diesel Use	11,816	3.9%	25.8%
Coal	912	0.3%	2.0%
Biofuel / Wood	936	0.3%	2.0%
Total:	45,816	15.0%	100.0%
Transportation			
Petrol	94,183	30.9%	46.1%
Diesel	60,115	19.7%	29.4%
Rail Emissions	249	0.1%	0.1%
Bus (Electric)	12	0.0%	0.0%
Jet Kerosene	29,177	9.6%	14.3%
Av Gas	63	0.0%	0.0%
Marine Diesel	16,360	5.4%	8.0%
Light Fuel Oil	3,768	1.2%	1.8%
LPG	285	0.1%	0.1%
Total:	204,211	67.1%	100.0%
Waste			
Solid Waste Disposal	19,821	6.5%	93.4%
Wastewater	1,400	0.5%	6.6%
Total	21,221	7.0%	100.0%
IPPU			
Industrial Emissions	17,658	5.8%	100%
Total	17,658	5.8%	100.0%
Agriculture			
Agriculture	15,525	5.1%	100.0%
Total	15,525	5.1%	100.0%
Forestry			
Exotic Forest Sequestration	-44,908	N/A	N/A
Native Forest Sequestration	-22,749	N/A	N/A
Harvest Emissions	60,041	N/A	N/A
Total	-7,616	N/A	100.0%

Total Emissions	tCO₂e
Total (net) incl. forestry	296,815
Total (gross) excl. forestry	304,431

3.2 Biogenic emissions

Biogenic CO₂ and methane emissions are stated in Table 2 and Table 3, respectively.

Biogenic CO₂ emissions from plants and animals are excluded from gross emissions as they are part of the natural carbon cycle. For example, wood biofuels originate from forestry and the Biogenic CO₂ from biofuels is excluded from gross emissions.

Biogenic CH₄ emissions are included in gross emissions due to their relatively large impact on warming relative Biogenic CO₂. For example, farmed cattle produce Biogenic CH₄ emissions via enteric fermentation that are included in gross emissions.

The importance of Biogenic CH₄ is highlighted in NZ's Climate Change Response (Zero Carbon) Amendment Act. The Act includes targets to reduce Biogenic CH₄ between 24 percent and 47 percent below 2017 levels by 2050, and 10 percent reduction below 2017 levels by 2030. More information on the Act is available here: <https://www.mfe.govt.nz/climate-change/zero-carbon-amendment-act>

Table 2 Biogenic CO₂ (Excluded from gross emissions)

Biogenic Carbon Dioxide (Excluded from gross emissions)		
Biofuel	9,856	t CO ₂
Biodiesel	-	t CO ₂
Landfill Gas	-	t CO ₂
Total biogenic CO₂	9,856	t CO₂

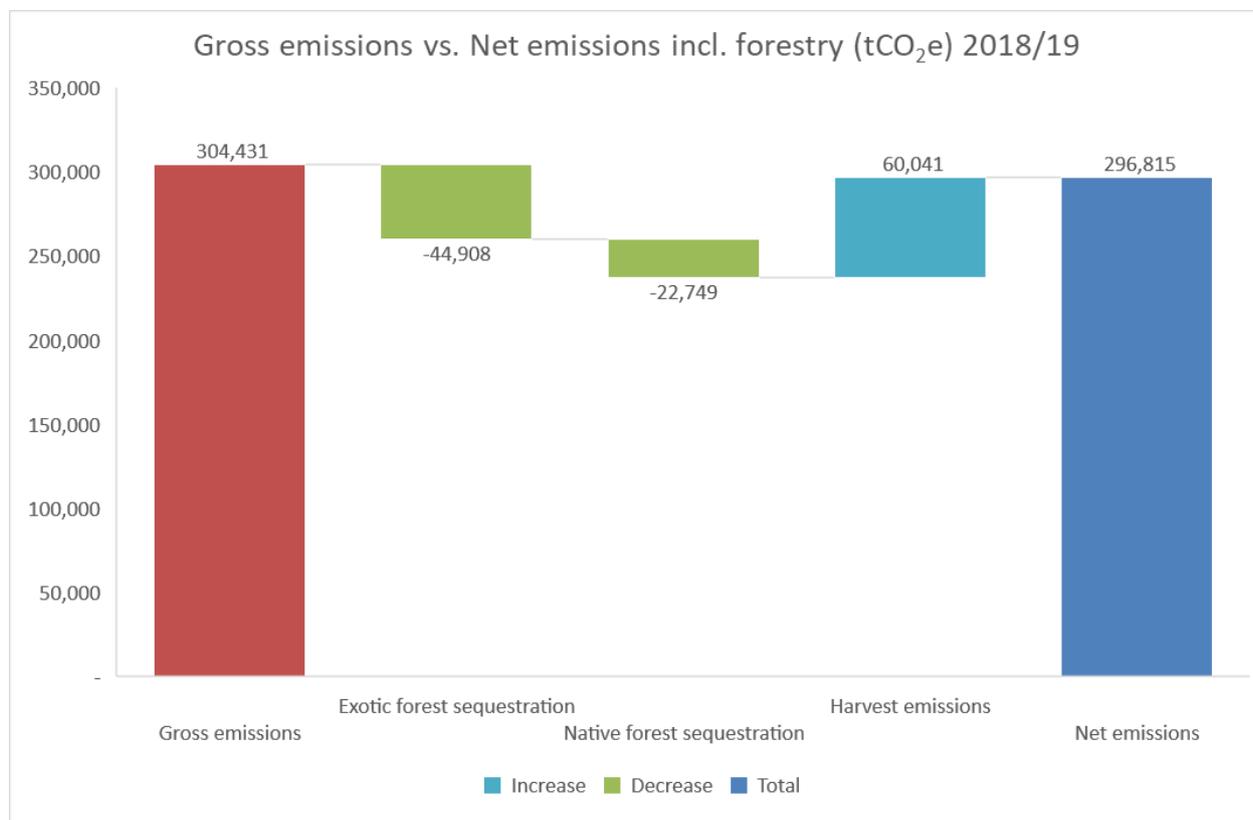
Table 3 Biogenic Methane (Included in gross emissions)

Biogenic Methane (Included in gross emissions)		
Biofuel	25	t CH ₄
Biodiesel	-	t CH ₄
Landfill Gas	583	t CH ₄
Wastewater Treatment	-	t CH ₄
Enteric fermentation	382	t CH ₄
Manure Management	5	t CH ₄
Total biogenic CH₄	994	t CH₄

3.3 Net emissions

Net emissions differ from gross emissions because they include emissions related to forestry activity within an area. Emissions from forestry include two main types of activity. Harvesting of forest increases emissions via the use of fuel by equipment and releasing carbon from plants and soils. Planting of native forest e.g. Manuka, Kanuka and exotic forest e.g. pine sequesters (captures) carbon from the atmosphere while the trees are growing to maturity. When sequestration by forests exceeds emissions from harvesting the extra quantity of carbon sequestered by forest reduces total gross emissions.

Overall, forestry is a net negative source of emissions of -7,616 tCO₂e due the sequestration of carbon mostly by native forest. Net negative emissions from forestry reduce gross emissions by 3% to a total of 296,815 tCO₂e net emissions. Figure 3 shows gross emissions versus net emissions in 2019 and the impact of sequestration by Forestry.

Figure 3 Gross versus Net emissions incl. forestry

Carbon sequestered by forestry can be viewed as a liability/risk needing careful consideration. For example, what happens if there is large downturn in exports of exotic pine? If plantations are not replanted or other land use change occurs to exotic forested areas, then emissions will quickly rise. Equally, if native forest is not protected from removal, and removal does happen, then emissions will rise. In summary, when a large amount of carbon is captured by forests, long-term planning is needed on how best to manage this carbon sink.

3.4 Comparison with other districts in the region

Table 4 shows gross emission results across the Wellington Region. Porirua City contributed to 7% of Wellington Region's total gross emissions for the 2019 reporting year.

With the largest population within the region, Wellington City contributes the highest overall emissions in comparison to the other Wellington Region districts (excluding Wairarapa). Wairarapa's high emissions are due to a large agricultural sector in that district.

Table 4: Wellington Region overall emissions - a comparison of districts

	Wellington Region	Wellington City	Porirua City	Kāpiti Coast	Lower Hutt	Upper Hutt	Wairarapa
Total Gross Emissions (tCO₂e)	4,190,050	1,061,383	304,431	351,245	532,339	206,331	1,734,320
% of Region Gross Emissions	100%	25%	7%	8%	13%	5%	41%

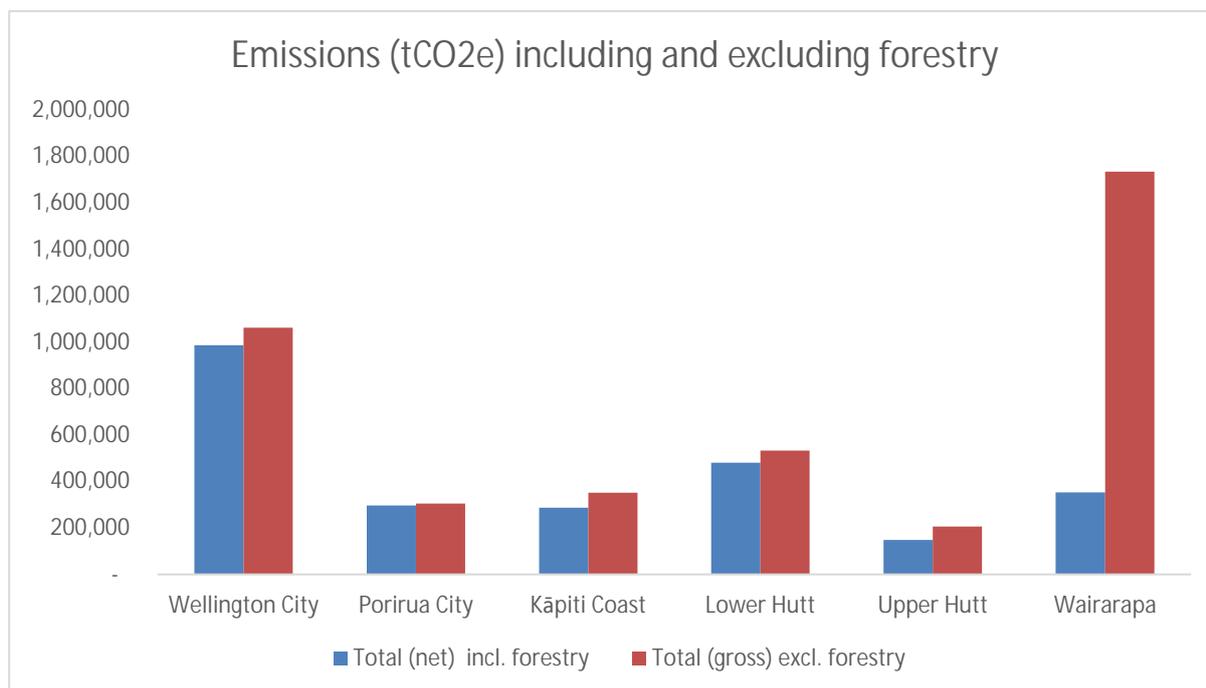
Table 5 shows figures for net emissions including sequestration from forestry. Net emissions produce a widely different pattern of results across the region than gross emissions. For example, net emissions for the Wairarapa, which has the highest gross emissions, are lower than both Lower Hutt and Wellington City.

Table 5 Net emissions (incl. forestry) in the Wellington Region

	Wellington Region	Wellington City	Porirua City	Kāpiti Coast	Lower Hutt	Upper Hutt	Wairarapa
Total Net Emissions (tCO₂e)	2,552,727	986,196	296,815	286,560	480,834	148,862	353,460
% of Region Net Emissions	100%	39%	12%	11%	19%	6%	14%

The influence of forest sequestration of carbon on gross emissions for Porirua City, and on other parts of the region, can be seen clearly in Figure 4.

Figure 4 Gross emissions and net emissions (incl. forestry) in the Wellington Region



4.0 Changes in Emissions Inventory, 2001 to 2019

PART 2 considers the trends in emissions from 2001 to 2019. The focus of these results remains on gross emissions. However, per capita emissions are included when useful. Net emissions are discussed in the context of managing carbon sequestration by forest. Results in this section are supported by further information and data in Appendix A.

4.1 Change in emissions

Porirua City's GHG inventory data covers 2001 to 2019. Figure 5 shows the change in gross emissions for each sector in the years between 2001 and 2019. The 2019 results can be directly compared with calculated data back to 2001 by using the same data and methodology as this study.

Total gross emissions rose by 15%, from 265,688 tCO₂e in 2001 to 304,431 tCO₂e in 2019. Increases in emissions from Transport, Stationary Energy and Industry are responsible for the rise in total gross emissions. As the City's population has risen, per capita gross emissions have reduced by 4% from 5.4 tCO₂e in 2001 to 5.2 tCO₂e in 2019.

The rest of this section briefly summarises major changes in the sectors that make up community-scale emissions.

- **Stationary Energy:** Emissions from stationary energy increased in number, but not as a proportion of total gross emissions, in this time from 43,778 tCO₂e (16% of total gross emissions) to 45,816 tCO₂e (15% of total gross emissions), a rise of 5%.

Emissions from residential stationary energy consumption shrank the most over the measurement period by 26% (9,454 tCO₂e to 6,999 tCO₂e). Emissions from commercial stationary energy consumption also decreased by 19% (6,790 tCO₂e to 5,522 tCO₂e). Industrial stationary energy emissions dropped by the least, 1% (21,591 tCO₂e to 21,479 tCO₂e).

The main changes in stationary energy emissions are explained most noticeably by the changes in electricity, natural gas, petrol and diesel use between 2001 and 2019. The change in electricity consumption between 2001 and 2019 was 5% while associated emissions reduced by 31% (11,792 tCO₂e to 8,105 tCO₂e). The fall in stationary energy electricity emissions are largely due to changes in the mix of fuels used for electricity generation in New Zealand e.g. the greater use of renewable energy including wind rather than fossil fuels e.g. oil, gas and coal. The use of fossil fuel to generate electricity in New Zealand has decreased since 2010 and has been replaced by renewable sources. For example, oil for electricity production was phased out and the use of wind power increased.

Natural gas use for stationary energy has a direct relationship to the change observed in emissions. Natural gas emissions rose by 9% from 18,505 tCO₂e in 2001 to 20,101 tCO₂e in 2019.

The emissions from petrol and diesel used for stationary energy have different trends between 2001 and 2019. Petrol emissions increased by 21% from 576 tCO₂e to 698 tCO₂e. In the same year's diesel emissions increased from 5,367 tCO₂e to 11,180 tCO₂e, a rise of 107%.

- **Transport:** Emissions from transport increased in number, and as a proportion of total gross emissions between 2001 and 2019, from 151,021 tCO₂e (57% of total gross emissions) to 204,211 tCO₂e (67% of total gross emissions), an increase of 35%.

Road transport is the highest emitting activity within the transport sector. Road emissions increased overall by 41%, as the vehicle kilometres travelled within the city increased by 11% in the measurement period, Petrol emissions rose 21%, from 77,674 tCO₂e in 2001 to 94,183 tCO₂e in 2019. Diesel emissions by jumped by 107% (31,094 tCO₂e), from 29,021 tCO₂e to 60,115 tCO₂e.

Air travel emissions increased by 31% (7,188 tCO₂e) from 22,249 tCO₂e to 29,240 tCO₂e in 2001 and 2019, respectively. Marine transport emissions also trended upwards by 3%, up from 19,497 tCO₂e in 2001 to 20,128 tCO₂e in 2019.

- **Waste (solid & wastewater):** Waste emissions are an important measure of progress for reducing environmental impact for many stakeholders. Overall waste emissions dropped by 54% from 46,472 tCO₂e in 2001 to 21,221 tCO₂e in 2019. The change in emissions reflects the impact of greater use of landfill gas capture. Gas capture reduces the warming effect of emissions from landfill by either using the methane captured for electricity production or breaking it down by flaring.

Emissions from open landfill sites managing solid waste are the biggest single source of total waste emissions. The increase in landfill gas capture indicates the improved management of landfill gases. Solid waste emissions from open landfills decreased by 51% from 39,321 tCO₂e in 2001 to 19,142 tCO₂e in 2019. Emissions from open landfills were 85% of total waste emissions in 2001. This figure had risen to 90% of total waste emissions by 2019.

Closed landfills continue to emit methane for many years after their closure and rarely have gas capture. Solid waste emissions from closed landfill capture reduced by 89% (5,303 tCO₂e) from 5981 tCO₂e in 2001 to 679 tCO₂e in 2019. In 2001 solid waste emissions from closed landfill without gas capture made up 13% of total waste emissions for Porirua City. By 2019 the same emission source had reduced greatly only accounting for 3% of total waste emissions.

As the population of the city has grown (by 27% between 2001 and 2019), associated emissions from the treatment of wastewater have trended upward. Wastewater emissions increased from 1,169 tCO₂e in 2001 to 1,400 tCO₂e in 2019, 20% higher. Emissions from wastewater accounted for 3% of total waste emissions in 2001. In 2019 wastewater made up 7% of total waste emissions.

- **Industry (IPPU):** Industrial Processes and Product Use (IPPU) emissions between 2001 and 2019 were a relatively small part of total gross emissions (representing 1% and 6% of total emissions in 2001 and 2019 respectively). Emissions from industrial sources jumped to 3,510 tCO₂e from 17,658 tCO₂e in this time, an increase of 403%. The increase in the industrial emissions follows developments at the national level in NZ where emissions have risen.
- **Agriculture:** Agriculture contributed least to emissions in the city's footprint and dropped by 26%, from 20,907 tCO₂e to 15,525 tCO₂e, between 2001 and 2019. The number of farm animals within the city area e.g. cattle (both dairy and non-dairy), sheep and pigs fell from 33,154 to 24,090 in this period. However, while agricultural emissions are low, they remain an important source of Biogenic Methane targeted as a reduction opportunity in the Climate Change Response (Zero Carbon) Amendment Act.
- **Forestry:** From 2001 to 2010 sequestration levels from regenerating forest remained steady, but after this year carbon capture by forests fell. Sequestration by exotic forest was main source of capturing carbon in this time. Exotic forests e.g. pine stored 64,992 tCO₂e and 44,908 tCO₂e, in 2000/01 and 2018/19 respectively; a drop of 31%. Carbon stored by native forestry (e.g. Manuka) was steady, changing by less than 1%, sequestering 22,749 tCO₂e in 2019 compared to 22,737 tCO₂e in 2001.

Data availability and quality for harvest emissions has rapidly improved in recent years. Harvesting emissions increased from 16,919 tCO₂e in 2001 to 60,040 tCO₂e in 2019. The growth in harvesting emissions means exotic trees are being removed in greater numbers.

Figure 5 Gross emissions (excluding forestry) per year, from 2001 to 2019

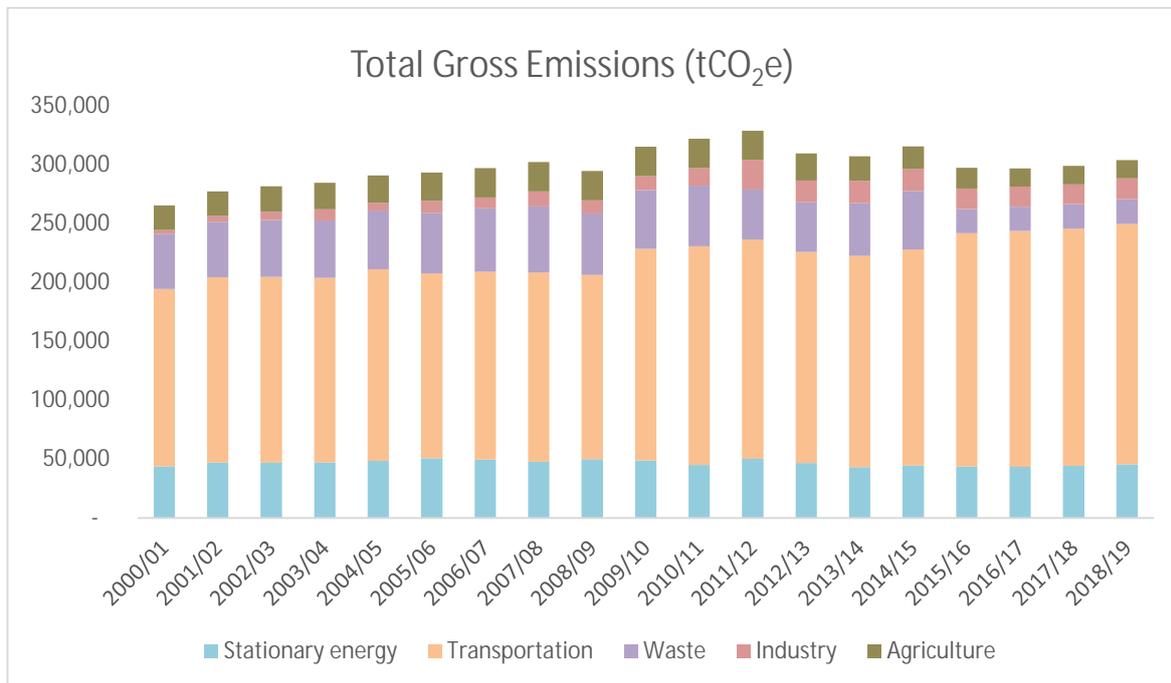
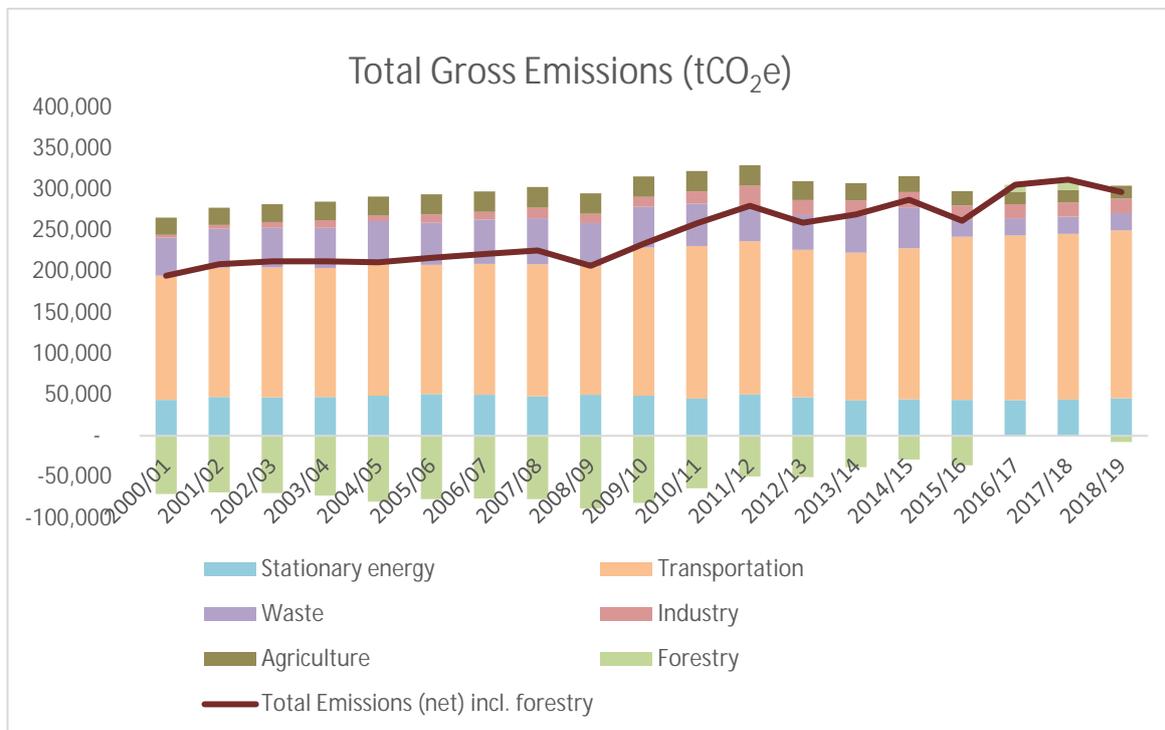


Figure 6 shows the impact of sequestration in the forestry sector on reducing net emissions. Net forestry sequestration rapidly decreased in Porirua City and the change in net emissions follows gross emissions.

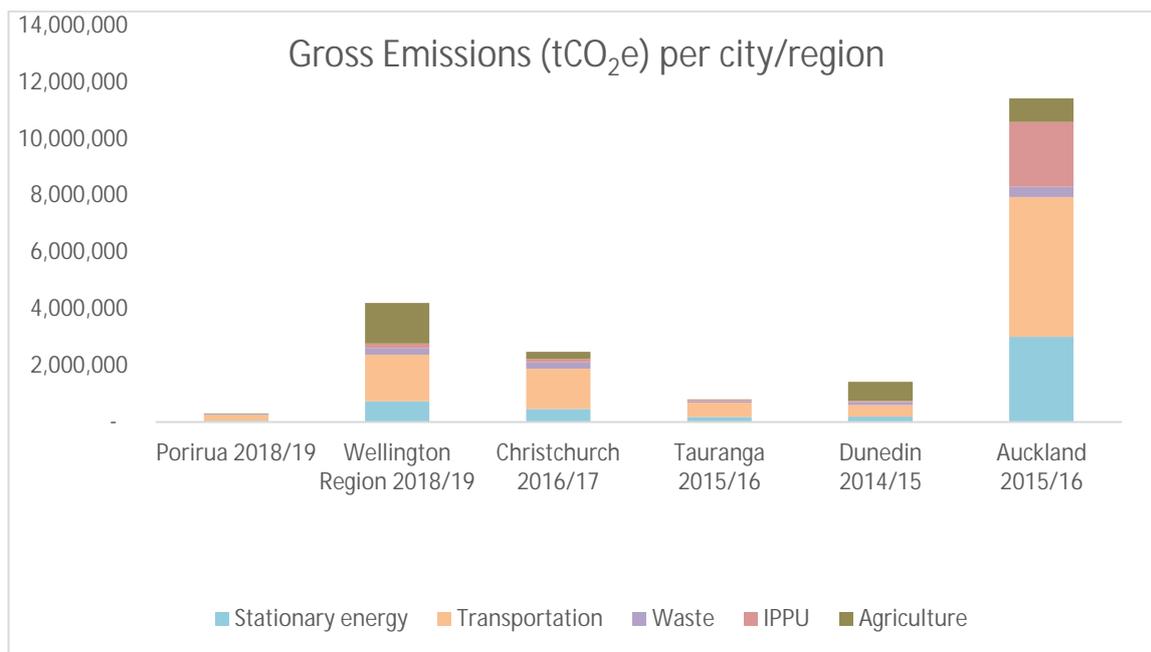
Figure 6 Gross and net emissions per year (including forestry) from 2001 to 2019



5.0 Comparison with other New Zealand cities and regions

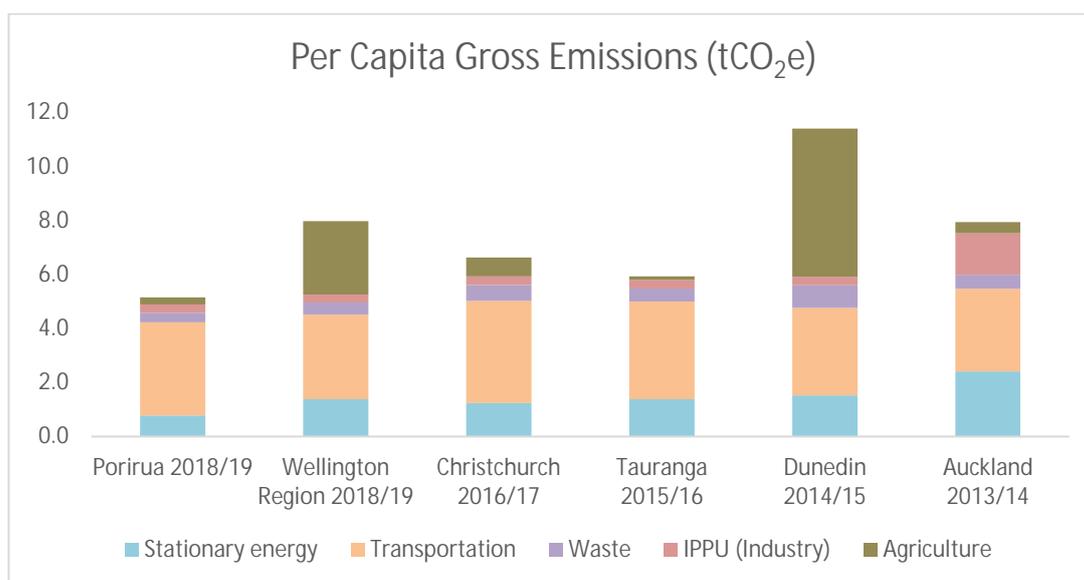
When compared with gross emissions from the Wellington region and other GHG Inventory studies, Porirua City has lower gross emissions compared to other cities in New Zealand. Note that the compared studies were conducted at differing geographic levels and in differing timeframes.

Figure 7 Comparison of gross emissions by city/region



When comparing different regional carbon footprints, a per capita figure can be useful because it provides a common reference point to understand the difference in emissions. The Wellington region has substantially higher per capita gross emissions than Porirua City partly due to large agricultural emissions in other parts of the region. However, per capita emissions in Porirua City are lower than in the other recent footprint studies presented in Figure 8.

Figure 8 Comparison of per capita gross emissions by city/region



6.0 Emissions and other trends

Figure 9 shows the change in gross emissions when compared to changes in other metrics of interest between 2001 and 2019. Total gross emissions have increased by 15%, against the backdrop of a 20% growth in population within the Porirua City. Per capita emissions have fallen by 4% with the rise in population observed.

When emissions grow less rapidly than Gross Domestic Product (GDP) as a measure of income then this process is known as decoupling. The term decoupling is an expression of the desire to mitigate emissions without harming economic wellbeing. A full discussion of decoupling of emissions is beyond the scope of this project. However, the changes in emissions and GDP illustrated in Figure 9 suggest at a high-level decoupling has occurred in the last two decades. GDP was 63% higher in 2019 than in 2001 while emissions per unit of GDP declined by 30%.

The exact drivers for the decoupling of emissions from GDP are difficult to pinpoint. New policies, for restructuring the way to meet demand for energy, food, transport and housing will all contribute. In this case, both direct local actions including reducing the emissions from landfill gas and indirect national trends e.g. reduction of emissions from electricity generation will have contributed to the trends noted.

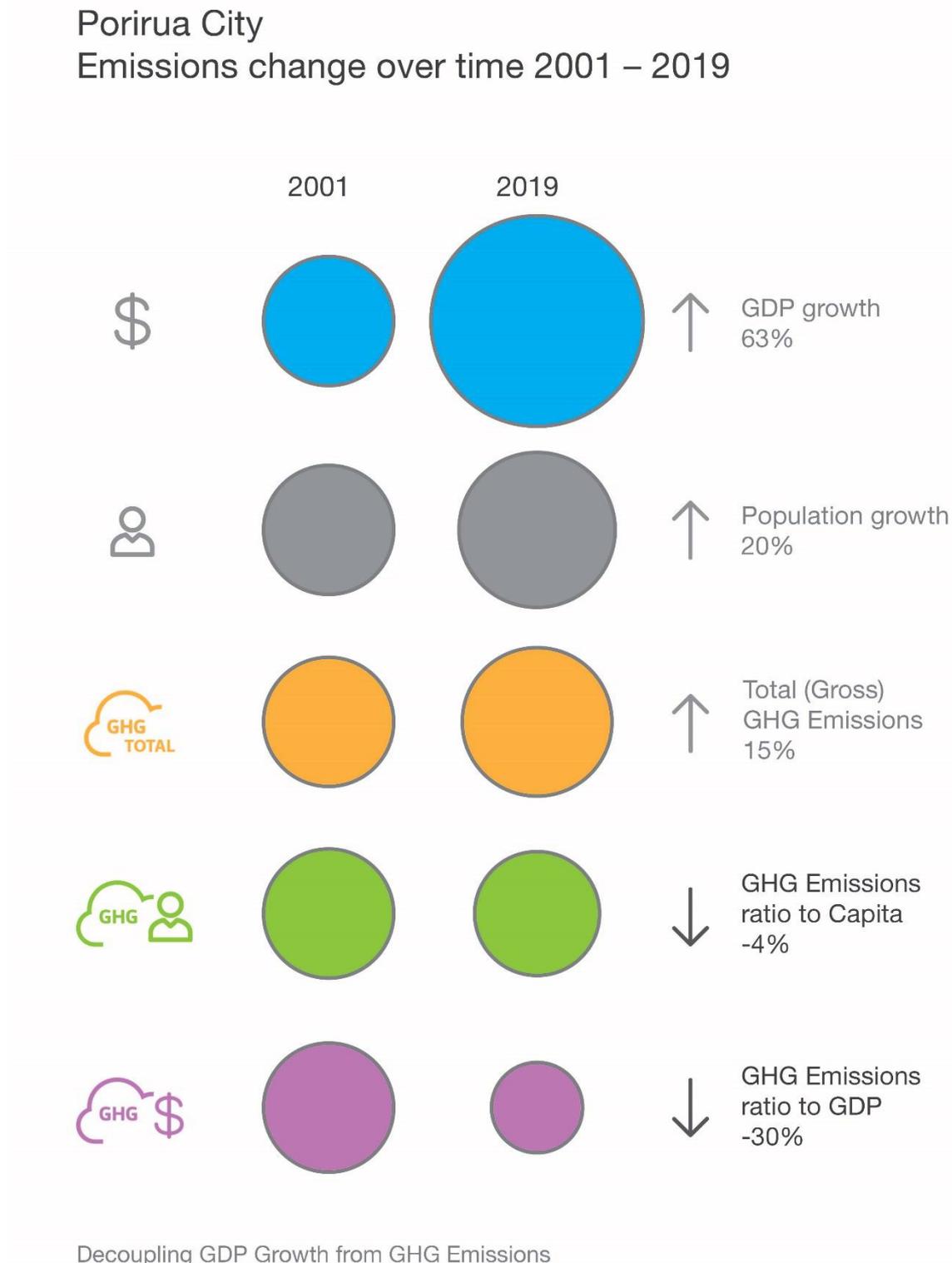
7.0 Closing statement

Porirua City's updated GHG inventory provides information for the Council to demonstrate progress in emissions reductions as well as providing a continuing platform for action by the City Council, their stakeholders and the wider community. Sector-level data allows the City Council to target and work with those sectors, e.g. transport, which contribute the most emissions to the footprint.

Understanding of the extensive and long-lasting effects of climate change are improving all the time. The database the Council has developed over the last two decades provides an excellent foundation to implement informed decisions and policies to reduce emissions and to address climate change adaptation across the region.

We encourage councils to use the results of this study to update current climate actions plans. For example, results clearly highlight the need for rapid action to tackle the growth in emissions from air travel, marine shipping, and diesel consumption. Stationary Energy accounts for around a third of emissions; facilitating improvements in energy efficiency within this sector may be an effective method of reducing overall emissions.

Figure 9 Change in total gross emissions compared to other metrics of interest



8.0 Limitations

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Appendix A

Emission Breakdowns

Appendix A Emission Breakdowns

The pie charts below show a breakdown of the proportion of gross emissions from each sector and source. The second pie chart is focussed on the sources of emissions from stationary energy and transport emission sources.

Note: Emission sources lower than 1% of total emissions are not shown but can displayed, if needed.

Figure 10 Total gross emissions breakdown, by source (emissions representing less than 1% of total emissions are not shown)

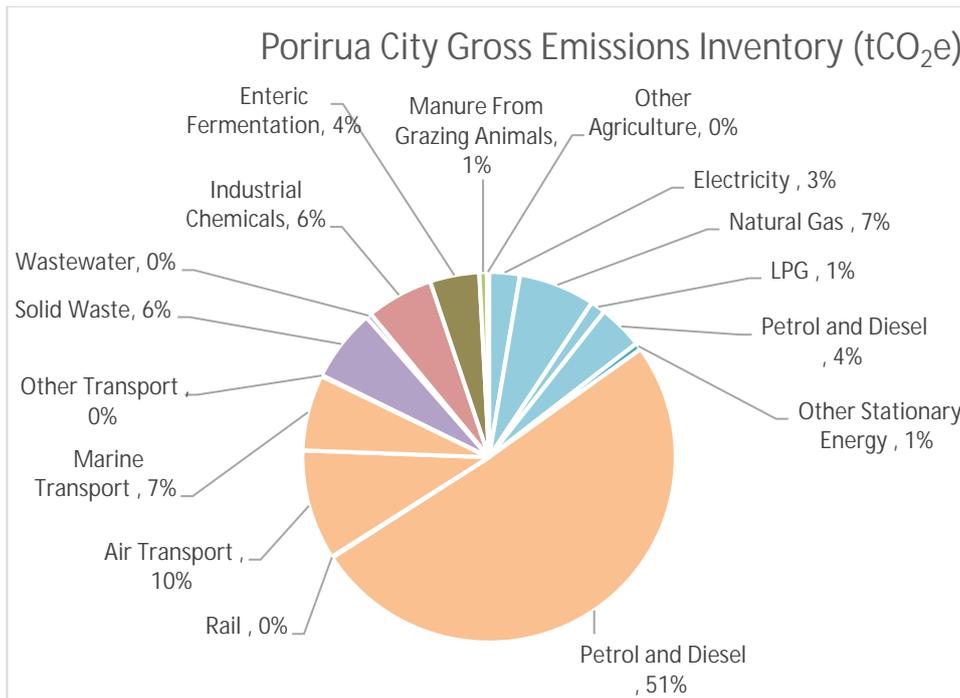


Figure 11 Total gross emissions breakdown, by source, highlighting stationary energy emissions

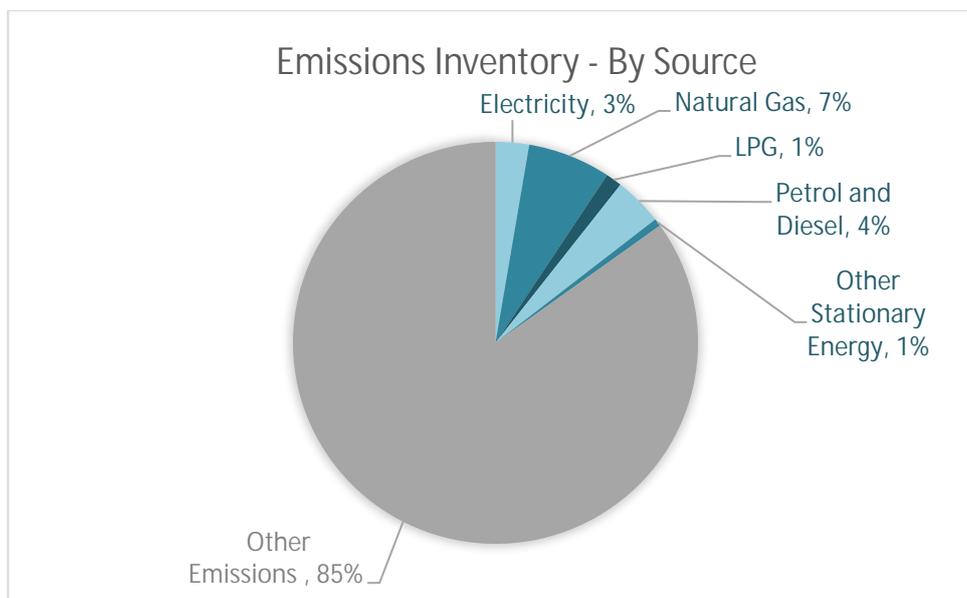


Figure 12 Total gross emissions breakdown, by source, highlighting stationary energy emissions (showing breakdown by stationary energy sector)

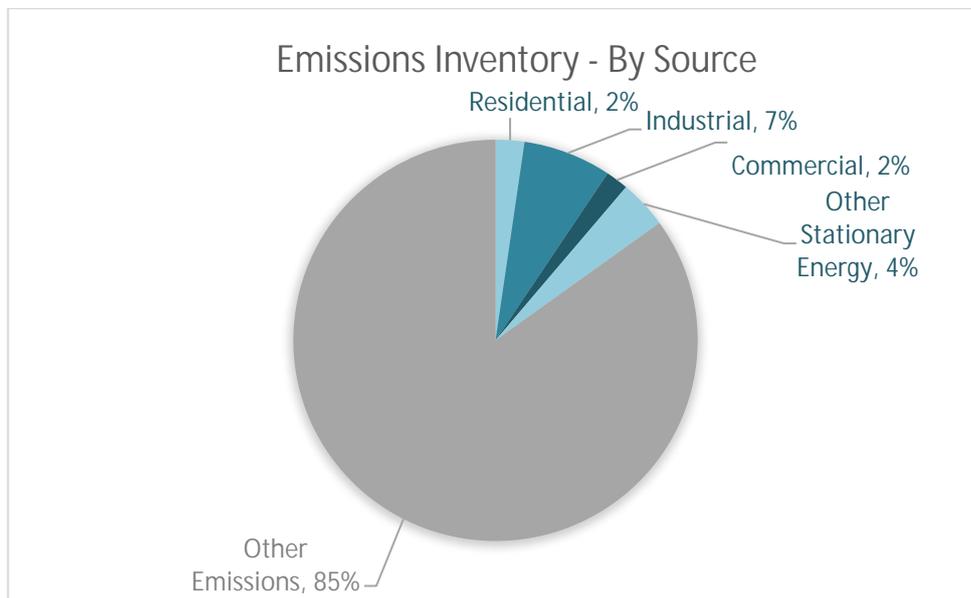
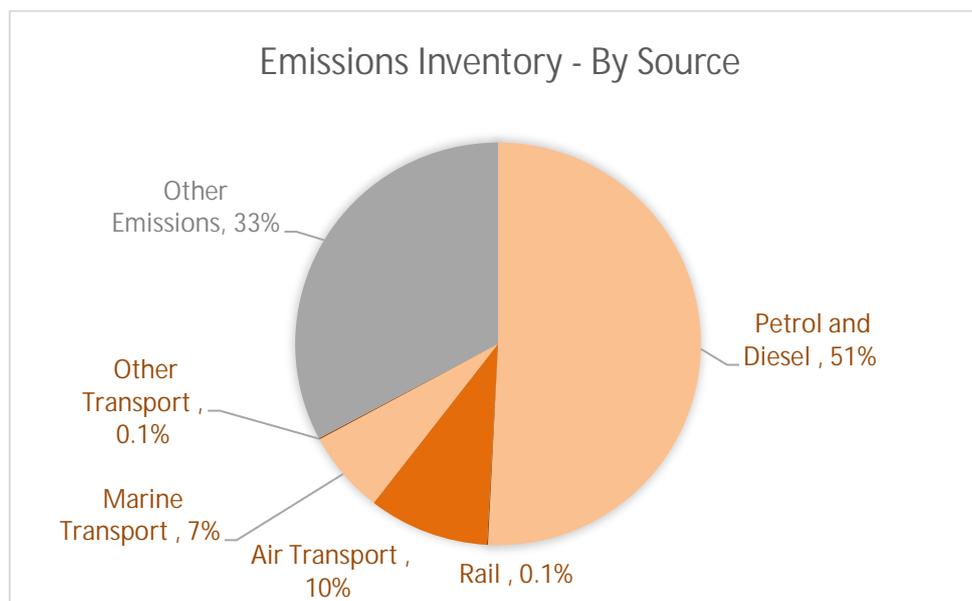


Figure 13 Total gross emissions breakdown, by source, highlighting transport emissions



Basic and Basic+ emissions reporting (Global Covenant of Mayors)

BASIC and BASIC+ emissions reporting are standardised reporting methods used by the Global Covenant of Mayors for Climate and Energy for comparison of emissions with other cities around the world and to demonstrate the importance of city-level climate action at a local and global scale. BASIC and BASIC+ emissions are reported as outlined in the Global Protocol for Community Scale Greenhouse Gas Emissions Inventory (GPC).

BASIC emissions reporting excludes emissions from Industrial Processes and Product Use (IPPU), Agriculture, Forestry and Other Land Use and greenhouse gas emissions occurring outside the city boundary as a result of activities taking place within the city boundary. BASIC+ emissions reporting includes those emissions excluded from BASIC emissions reporting (which is equal to the total gross emissions reported in this study).

Table 6 BASIC and BASIC+ emissions

	Emissions tCO₂e
BASIC	267,873
BASIC per capita	4.5
BASIC+	304,430
BASIC+ per capita	5.2

Per capita emissions

The Wairarapa’s particularly high per capita emissions are predominantly due to a large agricultural sector in that region, combined with a small population.

Figure 14 A comparison of per capita gross emissions (tCO₂e) between territorial areas in the Greater Wellington Region.

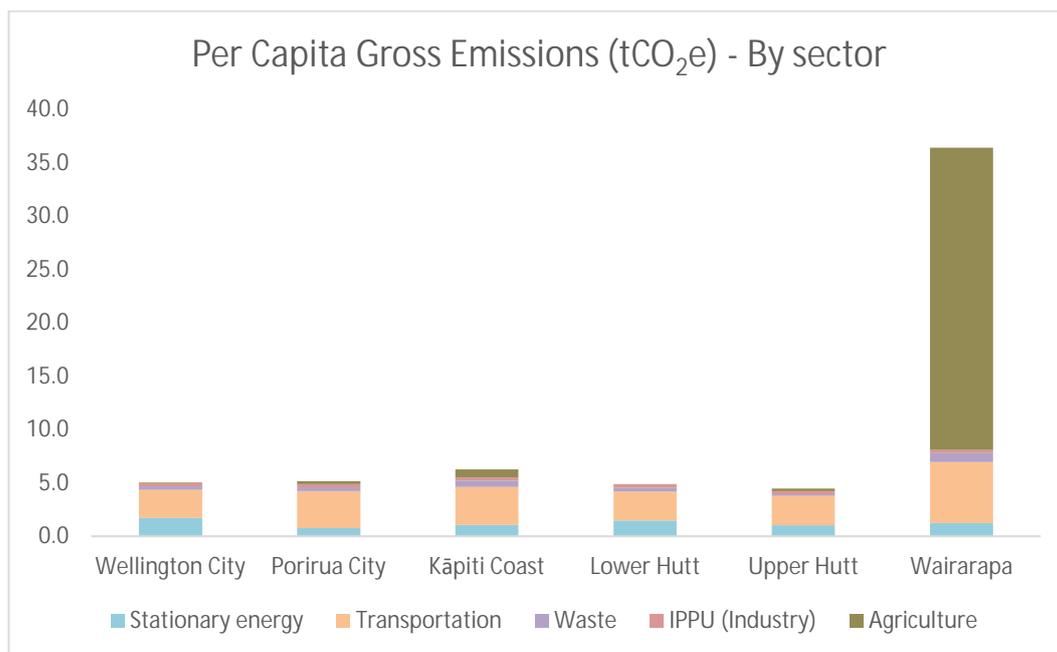


Figure 15 A comparison of per capita gross emissions (tCO₂e) between territorial areas in the Greater Wellington Region, excluding the Wairarapa.

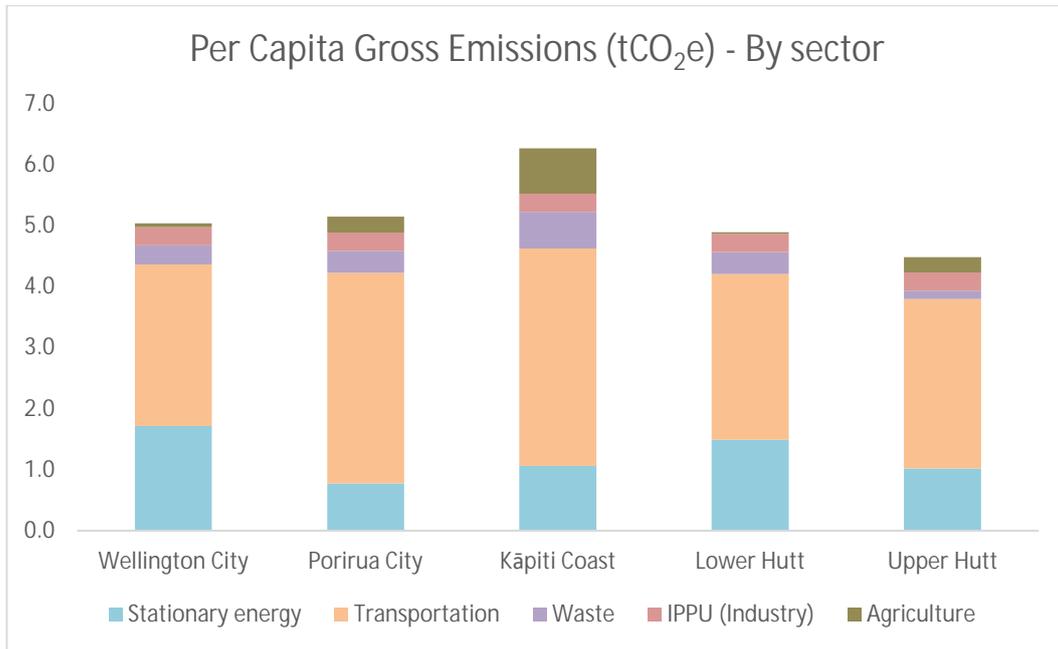
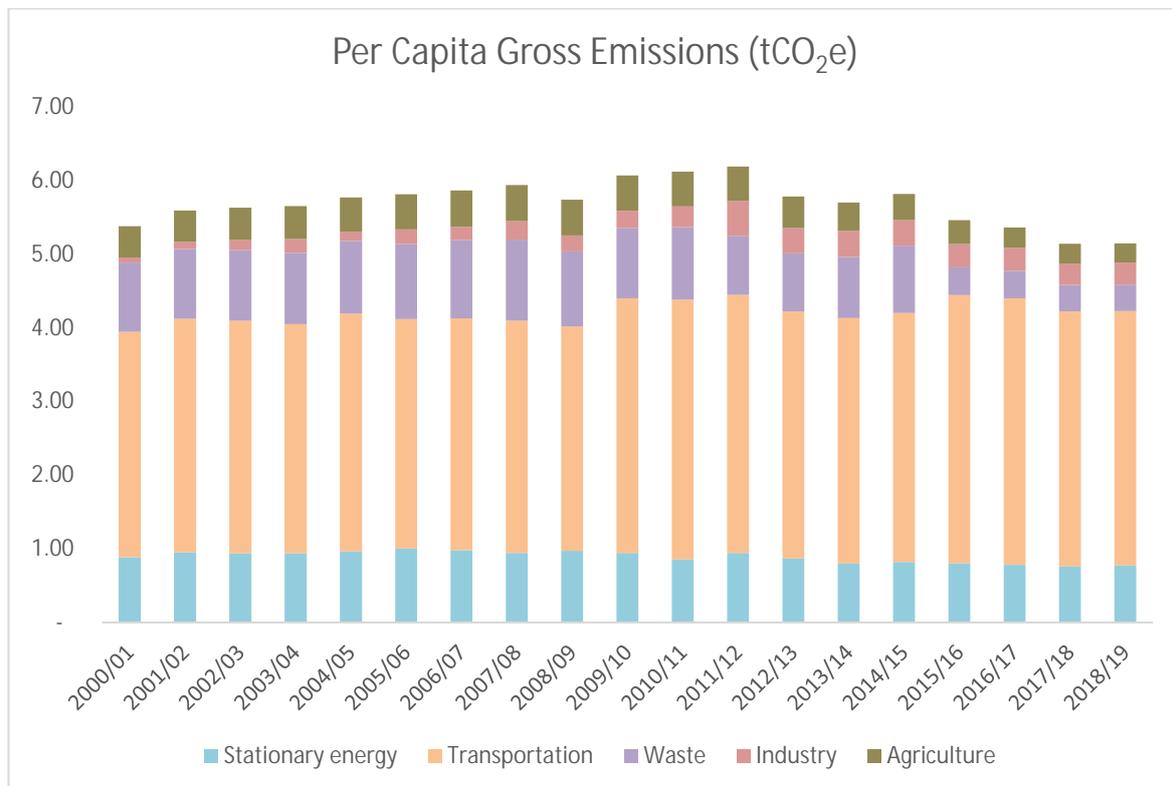


Figure 16 Per capita gross emissions, by sector (2001-2018/19)



Appendix B

Assumptions

Nova Sector / Category	Assumption and Exclusions
General	
Geographical Boundary	LGNZ local council mapping boundaries have been applied
Population	Where district-level data was not accessible, information was calculated via a per capita break-down of national or regional level data. This is detailed in each emission section below.
Transport Emissions	
Petrol and Diesel:	<p>Regional sales figures were used. A per capita split was then applied to distribute the sales figures between each district by population.</p> <p>The transport vs stationary energy share of the fuel was calculated using national inventory data.</p> <p>The on-road and off-road split of petrol and diesel was calculated using the Energy Efficiency and Conservation Authority (EECA) national percentage split.</p> <p>On-road is defined as all standard transportation vehicles used on roads e.g. cars, bikes, buses.</p> <p>Off-road is defined as machinery for agriculture, construction and other industry used off-roads.</p>
Rail Diesel	<p>Consumption was calculated by Kiwi Rail using the Induced Activity method for system boundary. The following assumptions were made:</p> <ul style="list-style-type: none"> - Net Weight is product weight only and excludes container tare (the weight of an empty container) - The Net Tonne-Kilometres (NTK) measurement has been used. NTK is the sum of the tonnes carries multiplied by the distance travelled. - National fuel consumption rates have been used to derive litres of fuel for distance. - Type of locomotive engine used, and jurisdiction topography, have not been incorporated in the calculations. <p>Using the induced activity method, the trans-boundary routes were determined, and the number of stops taken along the way derived. The total amount of litres of diesel consumed per route was then split between the departure district, arrival district and any district the freight stopped at along the way. If the freight travelled through but did not stop within a district, no emissions were allocated.</p>
Jet Kerosene	<p>Calculated using the Induced Activity method as per rail diesel.</p> <p>Wellington Airport serves the entire Wellington Region and therefore its associated emissions have been split on a per capita basis across each district.</p> <p>An estimate was calculated for flights departing and arriving from Wellington Airport:</p>

	<ul style="list-style-type: none"> - Departures and arrivals information, and aircraft models, were used to calculate flight numbers and represent the models of aircraft for the years between 2016 and 2019. - All flight-path distances between Wellington and the destination / origin airport were calculated. - A density for kerosene of 0.81g/cm³ was applied to all trips. - Fuel Burn (kgCO₂e/km) for each model of aircraft was sourced where accessible. Where not available, the national inventory average figures were applied. - As per the induced activity method, only 50% of emissions calculated per one-way arrivals and departures were allocated to Wellington Airport. The remaining 50% of each leg was allocated to the originating or destination airport. - Light aircraft emissions were not calculated. Only a very small number occur, so assumed to be insignificant. - Fuel use data for aviation was also collected and used when possible to provide consistency with previous reporting. <p>Scope 2 electricity use by airport / planes are incorporated within the general electricity consumption data for the district.</p>
Aviation Gas	<p>The total volume of aviation gas consumed by Wellington Airport has been split between the districts on a per capita basis. This reflects the assumption made that Wellington Airport serves the entire Wellington region and not just the district in which it is situated.</p> <p>Av Gas consumption was estimated based on community carbon footprints developed for other regions in New Zealand.</p>
Marine Diesel	<p>Port Operations:</p> <ul style="list-style-type: none"> - As per the induced activity method, only 50% of emissions calculated per one-way arrivals and departures were allocated to Wellington Port (CPL). The remaining 50% of each leg was allocated to the originating or destination port. - Wellington City Council and Hutt City Council share equally the emissions generated by the East by West ferries. - International shipping passing through Wellington Port (CPL) was split by weight of cargo into 'Logs' and 'All other cargo'. Emissions generated by 'All other cargo' has been allocated on a per capita basis between all districts in the Wellington Region. Emissions generated by 'logs' (over 50% of total international shipping emissions) was split between districts, proportionally, by the percentage share of district forest area of harvest age (>26 years old).
Light Fuel Oil	<p>Calculated using the Induced Activity method as per the rail and aviation data.</p> <p>Does not include fuel use for private boating</p>
LPG	<p>North Island national consumption figures were used.</p> <p>LPG consumption and associated emissions have been split on a per capita basis across each district.</p>
Bitumen	Not calculated
Lubricants	Not calculated
Stationary Energy Emissions	
Electricity Demand	<p>Electricity demand has been calculated using national-level demand figures (kWh) from the MBIE, broken down on a per capita basis across each district, and district-specific Grid Exit Point data from the Electricity Authority (New Zealand).</p>

	The breakdown into sectors is based on NZ average consumption per sector (residential, commercial and industrial).
Electricity Generation	There is electricity generation in the Wellington region, however, emissions produced in electricity generation are not required to be reported for the Global Protocol for Community-Scale Greenhouse Gas Emission Inventories (GPC) standard.
Public transport electricity	There are electrified public transport systems in the Wellington region. Data has been provided at the regional level and broken down on a per capita basis for each district as public transport systems cross district boundaries.
Coal production	Not Calculated: There are no active coal mines within the region. (NZP&M 2019)
Coal Consumption	Consumption estimates based on national Commercial and Residential consumption for reporting years. Consumption and associated emissions have been split on a per capita basis across each district.
Biofuel and Wood Consumption	Consumption estimates based on national Commercial and Residential emissions for biofuel use (provided New Zealand Greenhouse Gas Emissions 1990 -2015 (MfE 2017)). Consumption and associated emissions have been split on a per capita basis across each district.
LPG Consumption	National LPG sales data has been provided by the LPG Association. Consumption and associated emissions have been split on a per capita basis across each district.
Natural Gas Consumption	No assumptions were made around the district's general consumption data received from Vector. This information includes gas consumed by industrial, commercial and residential activities.
Coal Fugitive Emissions	Not Calculated: There are no active coal mines within the region. (NZP&M 2019)
Oil and Gas Fugitive Emissions	Not Calculated: There are no gas or oil processing plants within the region.
Biogenic Emissions	Consumption estimates based on national Commercial and Residential emissions for biofuel use (New Zealand Greenhouse Gas Emissions 1990 -2017 (MfE 2019)). Consumption and associated emissions have been split on a per capita basis across each district.
Agricultural Emissions	
General	No assumptions were made during the collection of agricultural data as it was sourced from district-specific data provided by Statistics NZ and the Ministry for the Environment National Inventory.
Solid Waste Emissions	
Open Landfills	Porirua City Council operates one landfill (Spicer Landfill) and accepts waste from Wellington City and Kapiti Coast. Waste from these districts is subtracted from Porirua City and included in the respective districts emissions inventory to avoid double-counting.
Landfill Gas Recovery	LFG efficiency has been estimated based on LFG generation from waste deposited and reported LFG extraction volumes.
Closed Landfills	Data provided at the district level.
Waste Water Emissions	

Waste Water Volume	Data was provided in calendar year only. Wastewater from the North Wellington Sewage Catchment treated in Porirua is included in the Wellington City's emissions inventory and subtracted from Porirua City to avoid double-counting.
Biochemical Oxygen Demand (BOD)	The biochemical oxygen demand (BOD) is the amount of dissolved oxygen needed (i.e. demanded) by aerobic biological organisms to break down organic material present in water. It is used as a surrogate to measure the degree of organic pollution in water. BOD has been assumed using influent composite samples and inlet flow metres.
Population connected to WWTP or Septic tanks	Population connected to waste water treatment plant or septic tanks has been provided at the district level.
Industrial Emissions	
Industry & Solvent Emissions	Calculated from MfE National Inventory data, as this the latest, most recently available data on the required solvents for the calculations to be undertaken. Emissions are estimated on a per capita basis.
Industrial Activity	No information could be obtained from Industry representatives within the district. National level data has been used and split on a per capita basis across each district.
Forestry Emissions	
Exotic Wood harvested	District figures were calculated using the assumed percentage share of district forest area of harvest age (>26 years old) in the region, in the reporting year.
Roundwood removal	It has been assumed that only 70% of the tree is removed as roundwood and that the above ground tree makes up approximately 74% of the total carbon stored.
Emission Factors	
General	All emission factors have detailed source information in the calculation tables within which they are used – where possible, the most up to date, NZ specific EF have been applied.