

Responses to Questions on Notice

Received at the 23 May 2019
Ordinary Meeting of Council

A handwritten signature in blue ink, appearing to read "Mark Arnold".

Mark Arnold
General Manager

BYRON SHIRE COUNCIL
ORDINARY MEETING

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Question with Notice No. 1
File No:

South Byron STP
I2019/830

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At Council's Ordinary Meeting held on 23 May 2019, Kathryn McConnochie asked the following question which was taken on notice:

Previous Council reports suggest that the redevelopment of the South Byron STP may result in a Public Private Partnership as defined by the LGA 2014. Now at the requests for tender stage, is there any greater clarity on whether a PPP is the likely outcome? At what stage will this become clear? If a PPP is the outcome how will Council comply with the Act's numerous requirements in retrospect including seeking OLG approval, and public consultation prior to calling for tenders?

Response Director Infrastructure Services:

The [Office of Local Government Public Private Partnership Guidelines](#) list the types of arrangements that do not meet the definition of a Public Private Partnership (PPP) including for example the contracting of services from the private sector by tender or the leasing of Community Land. In this case, the Request for Tender (RFT) documentation was based on the site being leased over an extended period, rather than on the basis of a PPP.

The second stage of the tender closed in May 2019. The assessment phase of the tender process will confirm that the proposals do not meet the definition of a PPP, or, if a non-conforming tender becomes the Council's preferred proposal, whether it could meet the PPP definition.

The assessment phase is currently underway and will be reported to Council once complete.

If the Council's resolved preferred proposal could involve a PPP, then assessment against the PPP Guidelines would be commenced and, consistent with the requirements of the Guidelines, contracts would not be entered into without the required OLG assessment. There are no requirements in the PPP Guidelines or Act for public consultation prior to the calling of tenders.

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Question with Notice No. 4
File No:

Byron Bypass – Zero Emissions Byron Plan
I2019/831

At Council's Ordinary Meeting held on 23 May 2019, Jan Barham asked the following question which was taken on notice:

With regard to the Bypass, but more importantly about the Zero Emissions Byron Plan, will you consider providing a section within the ZEB and in every report that contains construction works to offset the emissions that Council is creating by its own infrastructure construction works.

Response Director Sustainable Environment and Economy:

Before greenhouse gas emissions can be reduced, emissions sectors must first be identified and measured in a manner that is transparent, easily reportable and replicable by others. To align with a national methodology for monitoring and reporting emissions for a local government, the National Greenhouse and Energy Reporting (NGER) methodology is Council's carbon accounting approach.

This approach applies three distinct scopes. Council currently monitors and reports on Scope 1 and 2 emissions only as we directly manage these. Council acknowledges that it has not yet included Scope 3 emissions in its journey to net zero emissions. In order to align with the National Greenhouse and Energy Reporting (NGER) methodology, Council will be gradually including relevant Scope 3 emissions, in a series of stages, into the emissions boundary for Council's operations. Council intends to begin measuring Scope 3 emissions under Australia's National Greenhouse Accounts in the coming years so that a more comprehensive picture of our emissions footprint can be reported on and reduced by 2025. (Net Zero Emissions Strategy for Council Operations 2025 p. 8).

Scope 1 emissions 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.

In the case of road projects – these scope 1 emissions are already part of Council's current calculations and includes:

- The combustion of diesel fuel in an items of plant used in the construction or maintenance of a road;
- The combustion of diesel fuel in a generator to produce electricity for use on site;
- The combustion of petrol in site vehicles;
- Clearing of vegetation (offset with regeneration on another site);
- Onsite waste management; and
- A diesel powered concrete batching plant.

Scope 2 emissions include purchased electricity, heat, cooling and steam (i.e. energy produced outside the organisation's control boundary but used within the organisation). Below are the scope 2 road project examples that Council is already including in current GHG calculations:

- The consumption of electricity by Council owned street lights during the operation of the road; and
- The consumption of electricity by Council site offices.

Scope 3 emissions 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. Activities

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associated with the project, across the 'whole of life', that are not controlled by Council are all Scope 3. Embodied emissions are all the emissions created over the entire lifecycle of a material from creation to disposal, but not including direct emissions from usage. Embodied emissions that Council is currently not measuring in relation to road projects includes:

- The offsite mining and production of quarry products used in the construction or maintenance of a road;
- The offsite mining and production of materials (eg' concrete, asphalt, steel) used in the construction or maintenance of a road;
- Emissions from the extraction, production and transport of fuel burned at the electricity grid and the emissions attributable to the electricity lost in the delivery in the transmission and distribution network;
- The breakdown of waste disposed of to a landfill;
- Emissions from the combustion of fuel when transporting materials; and
- The embodied emissions of materials used to manufacture equipment utilised in the construction or maintenance of a road (eg. Tunnel boring machines). (Greenhouse Gas Assessment Workbook for Road Projects, NSW RMS, February 2013, p.4-5).

To reduce the risk of double counting and simplify data collection the emissions associated with the transport of materials are classified 100% Scope 3 emissions.

Council is addressing emissions by trying to reduce the emissions, sourcing sustainable or recycled products where appropriate and reviewing the processes. This process is detailed and complex and requires Council to work closely with suppliers to assist. For example, Council has sustainable procurement guidelines to ensure that sustainability is part of the selection criteria or road base that incorporates recycled glass.

Council will achieve net zero emissions by undertaking these seven steps:

1. Identify and measure emissions. Council reports annually scope 1 and 2 and will increase scope 3 reporting, where possible, over the next five years;
2. Stocktake completed emissions reduction and renewable energy projects, which is underway with the commencement of numerous renewable energy projects;
3. Research potential new projects and explore implementation plans, which identifies and calculates the impact on Council's GHG emissions;
4. Research funding opportunities for new projects;
5. Monitor and report annually on emissions and emissions reduction measures;
6. Review and optimise internal processes, which is where Council is working with project teams to incorporate the GHG impacts, such as road projects.

Two current projects are also relevant:

- Sustainability Guidelines Template – that will assist Council projects identifying the scope and calculating their emissions of their projects. This project will be developed as more and more information is available able 'whole of life' emission modelling; and
- Offsetting mechanisms and calculations – that will incorporate recommendations and financial implications for 2025 and beyond.