

## Summary of the RNZ Environmental Summit 26 November 2007, Brentwood Hotel, Wellington

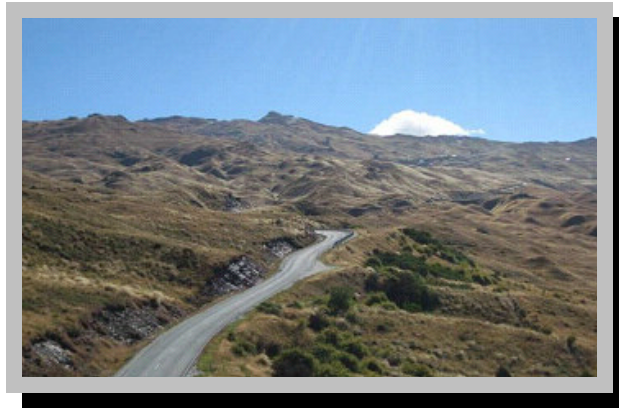


Photo: Highway Stabilisers

### **Purpose of the Summit**

The purpose of this Environmental Summit was to review our Environmental Strategy Goals, with a focus on demonstrating existing and increasing future environmental sustainability within the road contracting industry.

Our aim is to improve sector environmental sustainability by:

- Collating and promoting our existing and previous initiatives.
- Developing and approving a framework for Industry Self Governance (ISG) and identify a prioritised list of future initiatives.
- Investigating the application of the MfEs product stewardship initiative.
- Reviewing the potential impact of procurement and Compliance issues.
- Investigating opportunities arising from the Prime Minister's speech and the Emissions Trading Scheme (ETS).

### **Executive Summary**

Presentations from speakers with a wide range of expertise and experience in environmental issues gave participants a valuable baseline from which to go forward.

*(over)*

Valuable information from a Government viewpoint (e.g. the Ministry for the Environment's Govt<sup>3</sup> programme) and from regional council experience, e.g. Auckland Regional Council's (ARC) Sediment & Stormwater management) were especially relevant to our industry's future environmental planning.

For those who were unable to attend the Summit, Roger Bannister's (ARC) presentation is well worth reading in full while the Internet link provided gives access to ARC's very useful technical guidelines.

David Crawford (Ministry of Transport) explained how transport fits into the Government's sustainability agenda, including the priorities for transport environmental sustainability, and reminded industry members to keep asking questions about use of waste materials, recycling of resources, better management of water resources, and future fuel options.

Bernie Cuttance (Land Transport New Zealand) discussed issues surrounding the valuation of environmental resources and explained the objectives of the procurement review currently underway.

Carl Reller of Transit New Zealand described some recent surveys concerning environmental planning, and outlined Transit's projects for Contractor Environmental Management Plans (CEMP) and a Consents Management System. Transit also intends taking the work of Roding New Zealand's Environment Committee into consideration.

That committee's work was briefly outlined by John Beattie, while other RNZ technical committee members briefed attendees on the related work of the Asphalt, Bitumen, Health & Safety, and Pavement committees.

Tim Warren (RNZ's Industry Self Governance Manager) gave a summary of the state of industry self governance, particularly in health and safety, and explained that the next step would be to look at a generic model for self governance of environmental compliance.

A valuable and lively panel discussion covered many related issues and is summarised in the full report.

## **Five Year Goals**

At the conclusion of the workshop participants were divided into five different groups to discuss Compliance; Emissions Trading Scheme (ETS); Product Stewardship; Industry Self Governance; and Effects on Clients. Each group reported back on its deliberations, following which an agreed set of 5-year goals was identified by those present.

- Collaborative procurement with KPIs for environmental compliance
- Product stewardship guidelines to be produced for the industry, including resource disposal plans.
- Must adopt "cradle to cradle" responsibility, i.e. design for sustainability and re-use.

- National standard setting required. Involve RNZ/stakeholder group. Outcome to be a set of standards. Compliance must be measurable.
- More client education about roading and the environment.
- Need to reduce risk, (a) to the environment, and (b) to industry.
- Need rationalised and reduced auditing. Auditor training needed (internal and external).
- Clients must be made aware of ISG and minimum standards.
- Structured induction course (NB – see RMA, Sec. 17 requirement).
- Need to market the business case for environmental measures (clients need to understand impacts and responsibilities).

### Priority Actions

From the above list, and after consultation with industry, priorities were agreed as follows:

1. Publish Summit findings, including 5-year goals.
2. Risk based analysis to define best practice — meeting proposed for 29 Feb, 2008 (see Appendix 3).
3. Determine current sector Best Practice and company environmental goals for a potential environmental Industry Self Governance regime, and establish the costs and benefits (early 2008).
4. Review conclusions with RNZ stakeholders (mid 2008).
5. Set/agree national standards and establish audit procedures for industry self governance.
6. Training and education, with measurable outcomes (see Appendix 4).

RNZ's Environment Committee will set "gateways and milestones" for progress and will be the sounding board for any proposals.

**NOTE 1:** A full report of the Summit (PDF 5.6MB) can be obtained by contacting Lyn Kuchenbecker at Roading New Zealand, phone 04 471 1184, email [lyn@roadingnz.org.nz](mailto:lyn@roadingnz.org.nz) A short version (1 MB) containing all presentations can be downloaded by clicking [HERE](#).

**NOTE 2:** A facilitated Environmental Risk & Hazard Workshop will be held on Friday 29<sup>th</sup> February, 2008 at the Centra Auckland Airport Hotel, Auckland, from 9.20am to 3.00pm. The purpose of the workshop is to highlight and rank the changes in the risk profile of the roading sector. It will cover existing initiatives, industry self governance, product recycling and stewardship, contract procurement and value, legal and compliance issues, and the emissions trading scheme. To register for this workshop contact Lyn Kuchenbecker, phone 04 471 1184, email [lyn@roadingnz.org.nz](mailto:lyn@roadingnz.org.nz)