



## **Sustainability Advisory Committee**

**Tuesday 19 July 2022  
6.00pm  
Council Chambers  
209 Comur Street, Yass**

**SUSTAINABILITY ADVISORY COMMITTEE**

**NOTICE OF MEETING**

Dear Committee Member,

A meeting of the Sustainability Advisory Committee will be held in Council Chambers  
209 Comur Street, Yass, on Tuesday 19 July 2022, commencing at **6.00pm**

**AGENDA**

**Page No.**

**Acknowledgement of Country**

- 1. Apologies**
- 2. Declaration of Conflict of Interest**
- 3. Confirmation of Minutes**  
Minutes of Sustainability Advisory Committee held on 16 June 2022
- 4. Staff Reports**
  - 4.1 Strategic Projects & Priorities ..... 9
  - 4.2 Electric Vehicles ..... 12
- 5. Next Meeting**

**Close of Meeting Time**

**Cr Adrian Cameron**

**CHAIR**



## **Minutes of the Sustainability Advisory Committee**

**Thursday 16 June 2022**

6.00pm

Council Chambers

209 Comur Street, Yass

## Table of Contents

|           |   |          |
|-----------|---|----------|
| <b>1.</b> | <b>Apologies .....</b>                                      | <b>2</b> |
| <b>2.</b> | <b>Declaration of Conflict of Interest.....</b>             | <b>2</b> |
| <b>3.</b> | <b>Confirmation of Minutes .....</b>                        | <b>2</b> |
| <b>4.</b> | <b>Staff Reports.....</b>                                   | <b>2</b> |
| 5.1       | Election of a Chair .....                                   | 2        |
| 5.2       | Code of Conduct, Committee Guidelines & Media Policies..... | 2        |
| 5.3       | Meeting Dates & Times.....                                  | 3        |
| 5.4       | Strategic Projects & Priorities .....                       | 3        |
| <b>6.</b> | <b>Next Meeting.....</b>                                    | <b>5</b> |

**Present**

Cr A Cameron (Chair), J Connelly, P Davidson, A Wardle, A Elvin, N Elliott (via Teams), L McAlary (via Teams), C Nelson, S Ecker, A Tewes (via Teams)

**Also Present**

C Berry - General Manager, L Safranek – Director Corporate & Community, Julie Rogers – Director Planning & Environment, James Dugdell – Director Infrastructure & Assets

**1. Apologies**

Nil

**2. Declaration of Conflict of Interest**

Nil

**3. Confirmation of Minutes**

Nil

**4. Staff Reports**

**4.1 ELECTION OF A CHAIR**

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**SUMMARY**

To provide a framework for the election of the Committee Executive. Under Council's *Guidelines for Advisory Committees and Committees of Council (May 2022)* a Councillor is the Chair of the Committee. For the Sustainability Advisory Committee Council has only made one Councillor appointment i.e. Cr Adrian Cameron. Cr Cameron is therefore the Chair.

**COMMITTEE DECISION**

*That the Committee note Cr Adrian Cameron is the Chair of the Sustainability Advisory Committee.*

*Ecker/Davidson*

**4.2 CODE OF CONDUCT, COMMITTEE GUIDELINES & MEDIA POLICIES**

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**SUMMARY**

A presentation will be given to Committee Members on:

- Council's Code of Conduct
- Guidelines for Advisory Committees & Committees of Council
- Communication with the Media Policy
- Social Media Policy

**COMMITTEE DECISION**

*That the presentation on Code of Conduct, Committee Guidelines and Media Policies be noted.*

*McAlary/Wardle*

**5.3 MEETING DATES & TIMES**

## SUMMARY

To suggest meeting times and dates for future meetings.

## COMMITTEE DECISION

*That:*

1. *An extraordinary meeting of the Committee be held on Tuesday 19 July 2022 at 6pm.*
2. *The Sustainability Advisory Committee be held on the third Thursday in the first month of each quarter commencing at 6pm.*

*Elliot/Nelson*

## 5.4 STRATEGIC PROJECTS & PRIORITIES

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### SUMMARY

To facilitate a discussion on the priorities for the Committee having regard to the Community Strategic Plan, Delivery Program and Operational Plan and other key documents.

### COMMITTEE DECISION

*That further consideration be given to the strategic projects and priorities at the extraordinary meeting on 19 July 2022.*

*Elvin/Connelly*

### Notes:

#### ***Potential Projects & Priorities***

#### ***Luke:***

*What can the Committee do to assist Council moving forward?*

- ***Chris:***
  - *Add value to activities/projects in Operational Plan*
  - *Electric vehicles*
  - *Green Waste Collection*
- ***Lynette:***
  - *Members to review Delivery Program*
- ***James:***
  - *Water cycle*
  - *Settlement Strategy*
  - *Crago Mill*
  - *Pool*
  - *Environment & heritage policies*
  - *UNSTG implementation into Council across the board*

## Minutes of the Sustainability Advisory Committee held on 16 June 2022

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• **Julie:**

- Biodiversity & Sustainability – staff member accredited in biodiversity certification
- Stewardship sites of land owned by Council to generate funds to assist with maintenance of that land
- Small programs on education for 2023/24
- Strategic work projects - active transport strategy and link to open space strategy
- Settlement Strategy (in about 18 months)

**Alex:**

- Electric vehicles

**Nicole:**

- Water use
- Collecting data for metrics to show improvement or benchmark to set targets

**Caitlin:**

- Data and set measurable objectives and goals
- ToR research regarding biggest emissions and focus efforts on biggest emission reductions
- Mainstreet
- FOGO, recycling and waste

**Ania:**

- Bring diversity to the group, incorporating traditional knowledge
- Making sure adapting and bring along

**Peter:**

- Waste management
- Community changed approach and views to make an impact
- Water, soil, air, trees - what bits are recognised by Council within systems and what tasks are being done or need to be done to make a difference in those areas
- Get some things done with our assistance that produce visible results in the community. Smaller steps are better to start with rather than saying that never produce a result

**Alison:**

- Agree with everything
- Small scale/individual to education from strategy plan to individuals who live in Yass region about water, biodiversity, how they can do it in their own lives, get them on board with Council
- Indigenous knowledge important to include and indigenous participation
- Other people in Yass Valley community to contacts and be part of recommendations to Council as very diverse community

**John:**

- No current human activity which is sustainable
- Constant population growth

**Saan:**

- Social science research and understanding attitudes - what people are prepared to do, gather more data, attitudinal surveys without a lot of expense
- Emphasis involvement of indigenous people honouring the original caretakers and overlap with Aboriginal Consultative Committee that we take leadership on caretaking for the environment
- Biodiversity and stewardship framework and extending across roadside managements (eg WA project when they do roads, they restore roadsides)
- Mental health and wellbeing and dealing with hopelessness, role Council can take but everyone has to be working towards
- Can we do work on wellbeing research?

## Minutes of the Sustainability Advisory Committee held on 16 June 2022

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**Luke:**

- *Have a framework were we can figure out in terms of sustainability, social, environment, etc and use framework so we can think about where gap are the greatest and where greatest opportunity is*

### **6. Next Meeting**

Tuesday 19 July 2022, at 6pm in the Council Chambers

The meeting closed at 7.06pm

## 4.1 STRATEGIC PROJECTS & PRIORITIES

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### SUMMARY

To continue the discussion on the priorities for the Committee having regard to the Community Strategic Plan, Delivery Program and Operational Plan and other key documents.

### RECOMMENDATION

*That a strategic direction and priority projects be developed by the Committee.*

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### FINANCIAL IMPLICATIONS

Nil

### POLICY & LEGISLATION

- Regional Community Strategic Plan
- Delivery Program
- Operational Plan
- Environmental Sustainability Policy
- Renewable Energy Policy
- Waste Management Policy

### REPORT

At the 16 June 2022 Committee meeting there was a general discussion on potential projects and priorities for the Committee to focus on.

A framework document has been prepared (refer **Attachment A**). Two issues arise from this document i.e.

- How can the framework document be improved?
- What are the options for the way forward?

**ATTACHMENTS:** A. Draft Sustainability Framework July 2022 [↓](#)

**DRAFT FRAMEWORK FOR ADDRESSING SUSTAINABILITY IN THE YASS VALLEY COUNCIL**

| Element              | Sub-element  | Relevant Council Activity or Policy   | Possible benchmarks / Point of comparison or assessment   | YVC performance |
|----------------------|--|---|---|-----------------|
| <b>ECONOMIC</b>      | <ul style="list-style-type: none"> <li>- Employment</li> <li>- Income</li> <li>- Business</li> <li>- Activity</li> <li>- Education &amp; Training</li> <li>- Equity (Income Distribution)</li> </ul> | <p>Land use policies, Tourism &amp; economic development activities, Revenue policy, Fees &amp; charges, Community services &amp; subsidies</p>   | <ul style="list-style-type: none"> <li>-OLG comparative data</li> <li>-ABS employment, participation and income data</li> <li>-ABS business activity and type data</li> <li>-ABS education and training data</li> <li>-Youth engagement in work or study data</li> <li>- Gini coefficient, SEIFA and other Socio-Economic indices</li> </ul>  |                 |
|                      | <ul style="list-style-type: none"> <li>- Family</li> <li>- Housing</li> <li>- Health</li> <li>- Transport</li> <li>- Recreation</li> <li>- Inclusion</li> </ul>                                      | <p>Land use policies, Open space management, Streetscape, Fees &amp; charges, Asset creation, maintenance &amp; management, Procurement practices, Community services &amp; subsidies</p> | <ul style="list-style-type: none"> <li>-OLG comparative data</li> <li>-UC Wellbeing Survey data</li> <li>- Gini co-efficient, SEIFA, and other Socio-Economic indices</li> <li>-ABS Household composition data</li> <li>-AIHW health and wellbeing indices</li> <li>-Homelessness and housing stress measures</li> <li>-Childcare and preschool access and usage data</li> <li>-Closing the Gap measures</li> </ul> |                 |
| <b>ENVIRONMENTAL</b> | <ul style="list-style-type: none"> <li>- Land</li> <li>- Water</li> <li>- Air</li> <li>- Biodiversity</li> <li>- Resource use</li> </ul>   | <p>Land use policies, Waste collection, recycling &amp; reuse, Water &amp; sewage, Wood heaters, Asset creation, maintenance &amp; management, Procurement practices, Weed control</p>    | <ul style="list-style-type: none"> <li>-OLG comparative data</li> <li>-SOE measures (see QPRC SOE as possible model)</li> <li>-CSIRO natural capital accounts</li> <li>-Emissions data</li> <li>- EPA Recycling and waste data</li> <li>-Transport access and travel choices data</li> </ul>  |                 |
|                      | <ul style="list-style-type: none"> <li>- Opportunity</li> <li>- Participation</li> <li>- Diversity</li> </ul>  | <p>Libraries, events, public art, Asset creation, maintenance &amp; management, Procurement practices, Fees &amp; charges, Community services &amp; subsidies</p>                         | <ul style="list-style-type: none"> <li>-OLG comparative data</li> <li>-UC Wellbeing Survey data</li> <li>-Cultural capital measures</li> <li>-Unpaid work / volunteering measures</li> <li>-Internet access data</li> <li>-ABS Migration and ethnic diversity data</li> </ul>   |                 |

SUSTAINABILITY

**DRAFT FRAMEWORK FOR ADDRESSING SUSTAINABILITY IN THE YASS VALLEY COUNCIL**

| Element                               | Sub-element  | Relevant Council Activity or Policy   | Possible benchmarks / Point of comparison or assessment   | YVC performance |
|---------------------------------------|--|---|---|-----------------|
| <b>FINANCIAL</b>                      | <ul style="list-style-type: none"> <li>- Budgeting &amp; Delivery</li> <li>- Asset policy &amp; management plans</li> <li>- Revenue development</li> <li>- Expenditure controls</li> <li>- Continuous improvement service reviews</li> </ul> | Annual budgeting process, LTF planning, Revenue strategy, Reporting and audit, Asset management decisions, Continuous improvement processes                                       | <ul style="list-style-type: none"> <li>-OLG ratios</li> <li>-Delivery of capital and project programs</li> <li>-Efficiency gains</li> <li>-Service improvements (quantity and/or quality)</li> <li>-IPART local infrastructure benchmarks</li> </ul>                        |                 |
| <b>ENVIRONMENTAL</b>                  | <ul style="list-style-type: none"> <li>- Energy usage</li> <li>- Fleet / Plant</li> <li>- Asset choices</li> <li>- Emissions</li> <li>- Waste</li> </ul>   | Procurement practices, Water usage, Waste & recycling practices, Asset management decisions   | <ul style="list-style-type: none"> <li>-Carbon production (and reductions)</li> <li>-Waste and recycling rates</li> <li>-Fuel and electricity costs</li> <li>-EPA Landfill emission calculator</li> </ul>   |                 |
| <b>GOVERNANCE (SOCIAL / CULTURAL)</b> | <ul style="list-style-type: none"> <li>- Democratic practice</li> <li>- Workplace culture</li> <li>- HR strategy</li> <li>- Risk management</li> <li>- Community engagement &amp; participation</li> <li>- Service delivery</li> </ul>       | Organisational structure, Staff engagement and development, Workforce profile and succession planning, Probity controls and processes, Information access, Consultative processes | <ul style="list-style-type: none"> <li>-Attraction &amp; retention measures</li> <li>-Staff survey results</li> <li>-Efficacy of Council work processes</li> <li>-Community engagement levels</li> <li>-Complaints data</li> <li>-Service level performance data</li> </ul> |                 |

SUSTAINABILITY

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## 4.2 ELECTRIC VEHICLES

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### SUMMARY

In June 2022 Council considered a report on the state of the Electric Vehicle market, NSW Government initiatives and comparison on the purchase and cost of ownership and environmental impacts between Electric Vehicles (EV) and conventional Internal Combustion Engine Vehicles (ICE). The report can inform part of a future transition to EV fleet strategy to assist Council reduce its carbon footprint and any future net-zero targets that may be adopted.

### RECOMMENDATION

*That:*

- 1. The Council decision to closely monitor the domestic electric vehicle market, the range of vehicles offered, incentives, prices and infrastructure upgrades, to ensure that future decisions made consider fit-for-purpose and providing value-for-money be supported.*
- 2. Representations made to the Federal Government for the Fringe Benefit Tax on Electric Vehicles be removed as an incentive for Local Councils to move their light vehicle fleet away from petrol and diesel vehicles be supported.*

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### FINANCIAL IMPLICATIONS

At present, initial capital cost of EV is greater, however with available State and Federal subsidies, rebates and running and maintenance costs being much lower the direct impact is less significant.

EV market share is expected to grow on a continuing upward trajectory, second hand EV sales and demand is likely to be very strong.

Some industry experts are predicting an EV to ICE vehicle price parity in Australia by 2024 which will make EV adoption calculations much more favourable to Council.

### POLICY & LEGISLATION

- *Local Government Act 1993*
- Procurement and Disposal Policy

### REPORT

#### 1. Background

Electric vehicles (EV) are at the forefront of a major transformation of the world's transport sector. Global EV sales are growing rapidly, driven by government policy in large consumer markets in Europe, Asia and North America.

Vehicle manufacturers are leading the transition, investing heavily to expand their EV offerings and improve EV driving range and performance. The technological disruption is also providing opportunities for new business models and companies to emerge.

##### 1.1 What are the benefits of Electric Vehicles?

EV are generally cheaper to run and have lower repair costs compared to petrol or diesel vehicles.

EV are also better for the environment, are quieter, produce lower carbon emissions and less pollutants, helping to reduce air pollution which benefits our health.

The NSW government says fleet operators will be able to reduce their emissions by about five tonnes of CO<sub>2</sub> per vehicle on average, and save up to \$3,100 on annual running costs compared to an internal combustion engine.

| Pros of EV   | Cons of EV   |
|--|--|
| <ul style="list-style-type: none"> <li>• Less greenhouse emissions</li> <li>• Cheaper to run</li> <li>• Lower ongoing servicing and maintenance costs</li> <li>• Quieter to drive</li> <li>• Driving dynamics</li> <li>• Additional storage space</li> </ul> | <ul style="list-style-type: none"> <li>• Higher upfront costs</li> <li>• Range limitations</li> <li>• Time to recharge battery</li> <li>• Lack of charging station and infrastructure</li> <li>• Lack of car models available</li> <li>• Resale value</li> </ul> |

## 2. Electrifying the NSW Government Fleet

**2.1** The NSW Government will set a target to electrify its passenger vehicle fleet of 12,000 cars by 2030, which will significantly reduce CO<sub>2</sub> emissions.

Sending a strong signal to manufacturers that the NSW EV market is open for business, which will increase competition and ensure we have access to a range of EVs to suit all price points.

A NSW Government EV fleet will also help establish a strong, high quality second hand EV market. The NSW Government is required to update its fleet every three to four years, which will ensure the people of NSW have access to EVs at a reduced price.

### 2.2 Rebates and Subsidies

The NSW Government is committed to helping private businesses, not-for-profits and Local Councils bridge the cost to transition their fleets to electric passenger, light commercial or sports utility vehicles. NSW Government will invest \$105 million via a competitive reverse tender auction process to assist this transition.

NSW Government has launched the Drive electric NSW EV fleets incentive, helping private businesses, not-for-profits and local Councils across the State accelerate their transition to EV at a lower cost, while lowering state transport emissions.

Corporate and government fleets account for over half of new vehicle sales in Australia, are a significant source of second-hand vehicles, often drive more kilometres and have higher expenses for fuel and maintenance.

When organisations electrify their fleets, they are not only presented with a huge opportunity to reduce their emissions and save money but can have a powerful impact on the national market, spurring demand for and increasing supply of EV, both new and used.

The incentive will help bridge the cost of transitioning passenger, light commercial or sports utility vehicles to either battery EV or fuel cell EV through a reverse tender auction process, with additional funds also available for smart base charging.

Registrations for the first round of funding opened on 30 November 2021, with funding rounds offered around every 6 months until the end of 2024.

This incentive will help meet outcomes of the EV Strategy to increase EV sales to 52% by 2030-31 and see the vast majority of new car sales being EVs by 2035, while working towards net-zero emissions by 2050.

### 2.3 Funding for Electric Vehicle Infrastructure

Over the next four years, EV charging infrastructure will be rolled out across the State.

The NSW Government has committed \$171 million to help co-fund with private operators the installation of EV charging infrastructure across the whole state – unlocking NSW for EV travel.

This investment will ensure everyone in NSW has access to charging infrastructure:

- At every 5km along Sydney's major commuter corridors
- On average every 100km along major highways in NSW
- Within 5km of residential areas with limited off-street parking
- In or near commuter car parks and other Transport for NSW owned land.

Additionally, the NSW Government will provide grants to small tourism businesses to boost investment in EV infrastructure at regional tourism destinations for the next three years.

New regulations will apply to allow EV to use transit lanes and priority parking spots to recharge, making the use of EV more convenient for drivers.

NSW Government is committed to making EV travel easy for everyone, ensuring NSW roads will be fully compatible for EV travel within the next four years.

### 2.4 A Fair and Sustainable Road User Charge

The NSW Government is establishing a fair and sustainable road user system, ensuring that all drivers pay for their fair share of road use.

A road user charge of 2.5 cents per km (indexed to CPI) will apply to eligible EV from 1 July 2027 or when EV make up 30 per cent of all new vehicle sales, whichever comes first.

Plugin hybrid EV will be charged a fixed 80 per cent proportion of the full road user charge to reflect their vehicle type.

Currently, the average petrol and diesel passenger vehicle owner pays approximately \$622 a year in fuel excise. Under NSW's new road user system, EV drivers will pay on average \$315 annually.

## 3. Comparison between EV and ICE for current Council Staff Vehicle Fleet

The longer you retain ownership of an EV the more it becomes economically viable. Thanks to cheaper running costs, eventually its total cost becomes less than an equivalent ICE vehicle – and that crossover point could occur as soon as six or seven years after purchase.

As the cost of EV come down, the economics of ownership tips further in their favour. The current market conditions do not make it more financially feasible to purchase EV than ICE cars yet, but the tipping point is not likely to be far off.

A further consideration for Council Staff Vehicles is FBT. FBT is currently charged at 20% of the vehicle purchase price and Council recovers 17% of this from staff as a post tax deduction to limit individual staff FBT reporting obligations and to offset Councils' FBT liability. This will see an increase in fortnightly contributions from staff of about \$50-80 per week.

| Vehicle comparison         | Current Purchase Price | Annual kms | Annual fuel or electricity cost (approximate) * | Annual CO2 (approximate) tonnes ** | Annual EV "fuel savings" * | Annual EV CO2 "savings" ** | Financial break-even point |
|----------------------------|------------------------|------------|---|------------------------------------|----------------------------|----------------------------|----------------------------|
| Subaru Outback             | \$40-45k               | 30,000     | \$4,992   | 31.57                              |                            |                            |                            |
| Kia EV6 or Hyundai Ioniq 5 | \$68-75k               | 30,000     | \$862   | 6.7                                | \$4,130                    | 24.8 tonnes                | 6-7 years                  |
| Subaru Outback             | \$40-45k               | 15,000     | \$2,496   | 15.79                              |                            |                            |                            |
| Kia EV6 or Hyundai Ioniq 5 | \$68-75k               | 15,000     | \$431   | 3.35                               | \$2,065                    | 12.44 tonnes               | 12-13 years                |

\*Based on current fuel and energy prices

\*\*Based on well to wheel petrol, diesel or regional grid electricity CO<sub>2</sub> intensity. This assumes 50% green power at home, Charging at public and work charge-points is assumed to be 50% green power

#### 4. Charging Infrastructure

To enable to effective use of EV for Council's Fleet, charging infrastructure will need to be installed in several locations. Charging of operational vehicles based at the Depot will require upgrades to the power system and installation of appropriate charge points, both Level 2 (~22kW) and level 3 (~100kW+) chargers. Charging of staff vehicles may involve Council installing level 2 chargers at staff homes and at the main administrative building. Policies, procedures and systems to support the charging and cost recovery will need to be included in the roll out of EV across the Council fleet.

#### 5. Operational Vehicles

Operational vehicles such as mowers, street sweepers, waste collection vehicles and small trucks are all currently experiencing growth in the EV market with some larger Councils trialling these vehicles. The current cost to Council and availability of these vehicles makes it uneconomical based on Council size and travel distances. As these vehicles reduce in upfront cost and improve performance, they will also become more attractive to Council.

#### 6. Conclusion

Council staff will continue to monitor purchase costs of EV and potentially, when deemed feasible Council's fleet staff will consider adding EV to Council fleet especially for staff travelling large distances on an annual basis. The decision to trial an EV will be dependent on several factors such as luxury car tax, FBT costs contributed by the employee, provision of domestic charge stations and monitoring or close proximity for reliable regular charging.

Representation has been made to the relevant Federal Government Ministers to seek the removal of FBT on Electric Vehicles as an incentive for Local Government to move their light fleet away from petrol and diesel vehicles. The relevant Ministers are:

- The Hon Chris Bowen MP – Minister for Climate Change & Energy
- The Hon Catherine King MP – Minister for Infrastructure, Transport, Regional Development & Local Government
- The Hon Kristy McBain MP – Minister for Regional Development, Local Government & Territories

**ATTACHMENTS:** Nil