Infrastructure Sustainability Rating Scheme – driving outcomes across the full life cycle

Dr Kerry Griffiths, NZAIA Conference 2022

Workshop Aim

Communicate the practical implementation of the IS Rating Tool in planning, design and construction and operations.

Share real-life examples of how rating tool use has driven sustainability outcomes and share future tool developments.

Aspects to be discussed and explored:

- Assessment framework principles and indicators of performance
- Rating tool impacts and outcomes across infrastructure phases
- The impact of action (or inaction) in the planning phase
- The role of the IS Rating Scheme in driving industry change.

Who is aware of the Infrastructure Sustainbility Council or the IS Rating or…?

Our Purpose

Ensuring all infrastructure delivers cultural, social, environmental and economic benefits

Strategic Goals:

- Leadership | Kaitiakitanga
- Thriving Industry | Kotahitanga
- Market Transformation | Hurihanga
- Organisational Health | Manaakitanga

About the ISC

Our strategic goals

Leadership
We drive global best practice in infrastructure.

Thriving Industry
We enable the industry to connect and collaborate.

Market Transformation
We advocate for change that supports the industry to rapidly transition.

Organisational Health
We are a purpose-led, inclusive and high performing organisation.

Existing Members

More than 200 organisations committed to accelerating sustainability through collaboration and contribution

Contractors

Ghella – 5 Generations of Tunnelers
Downer
Fulton Hogan
Harrison Grierson
Fletcher Building
Kingfield Galvanizing
acciona
HEB construction
Arenco for infrastructure
Diona
CPB Contractors
Dempsey Wood
BarChip Inc. – The Synthetic Fibre Experts
RMIT University
EcoOrigin
Degnan
Laing O'Rourke
AW Edwards
Decmil
Gamuda Australia
John Holland
ferrovial
FCC Environmental Services
Bielby Holdings Pty Ltd
eco crews
McConnell Dowell
Lendlease
BMD

Delivery Agencies

Watercare
KiwiRail
NZ Transport Agency Waka Kotahi
CityRailLink
NSW Government – Transport for NSW
Government of South Australia – Department for Infrastructure and Transport
Queensland Government
Queensland Government – Department of Transport and Main Roads
Major Transport Infrastructure Authority
METRO
ACT Government – Transport Canberra and City Services
ARTC
mainroads
NSW – sydney METRO
North East Link
NSW Government – Public Works Advisory
Major Road Projects Victoria
Rail Projects Victoria
Level Crossing Removal
SA Water

Government, Policy & Regulation

Auckland Council – Te Kaunihera o Tāmaki Makaurau
Australian Government – Department of Agriculture, Water and the Environment
Christchurch City Council
Sustainability Victoria
Victoria State Government – Environment, Land, Water and Planning
Australian Antarctic Program
Queensland Government
NSW Government – Planning, Industry & Environment
Victoria State Government – Department of Transport
Sunshine Coast Council
MinterEllison RuddWatts
NSW Government – Office of Environment & Heritage
Northern Territory Government
Cairns Regional Council

Consultants

KPMG
Tonkin+Taylor
TSA
Enveng Group
MG Solutions
makao
Losee Consulting
URBIS
wolfpeak
AECOM
ARCADIS
Beca
aurecon
Mott MacDonald
Moody's
Clayton Utz
Dassault Systemes
Synchrony
stratagility
thinkstep anz
EDGE
SMEC
wsp
GHD
Bentley – Advancing Infrastructure
Red Sand
MinterEllisonRuddWatts

Existing Members

Suppliers

BLUESCOPE
nation partners
ANZ
Holcim
Hanson HEIDELBERGCEMENT Group
BORAL
Vital Environment
Vital Chemical
InfraBuild
BINGO INDUSTRIES
CIRTEX GAIN MORE GROUND
RARE Environmental
SiteHive
HUESKER Ideas. Engineers. Innovations.
REPURPOSE IT®
XYPEX
FENCEPAC
RED SAND ENVIRONMENTAL · ECOLOGY · PROJECT MANAGEMENT
ECHO BARRIER
EARTHING SOLUTIONS
RESOURCECO
RADEOUS
State Asphalts
SoilCyclers PTY LTD
AUTODESK
GEOFABRICS Sustainable solutions
ECORR
enosi
CE Construction Solutions
DATAGRID
BLACK STUMP
K&L GATES

Operators

ventia
Transurban
CMET
ALSTOM
QUBE
PORTS OF AUCKLAND TĀMAKI HERENGA WAKA
AusNet services
UGL
transdev the mobility company

NFP/Industry Association/SME

Infrastructure New Zealand
DIVERSITY WORKS NZ
CIVIL CONTRACTORS NEW ZEALAND
galvanizers ASSOCIATION OF AUSTRALIA
AUSTRALASIAN RAILWAY ASSOCIATION
DLPA
Jobsbank
AAPA AUSTRALIAN ASPHALT PAVEMENT ASSOCIATION
CEMENT CONCRETE & AGGREGATES AUSTRALIA
Aral Stab
TyreStewardship AUSTRALIA
PIPA PLASTICS INDUSTRY PIPE ASSOCIATION OF AUSTRALIA LIMITED
ACRS
Ash Development Association of Australia
refugeetalent KEY PEOPLE
SUSTAINABLE ENGINEERING SOCIETY ENGINEERS AUSTRALIA

Driving impact

Infrastructure Sustainability

Drivers for action

Infrastructure Sustainability

Sustainability

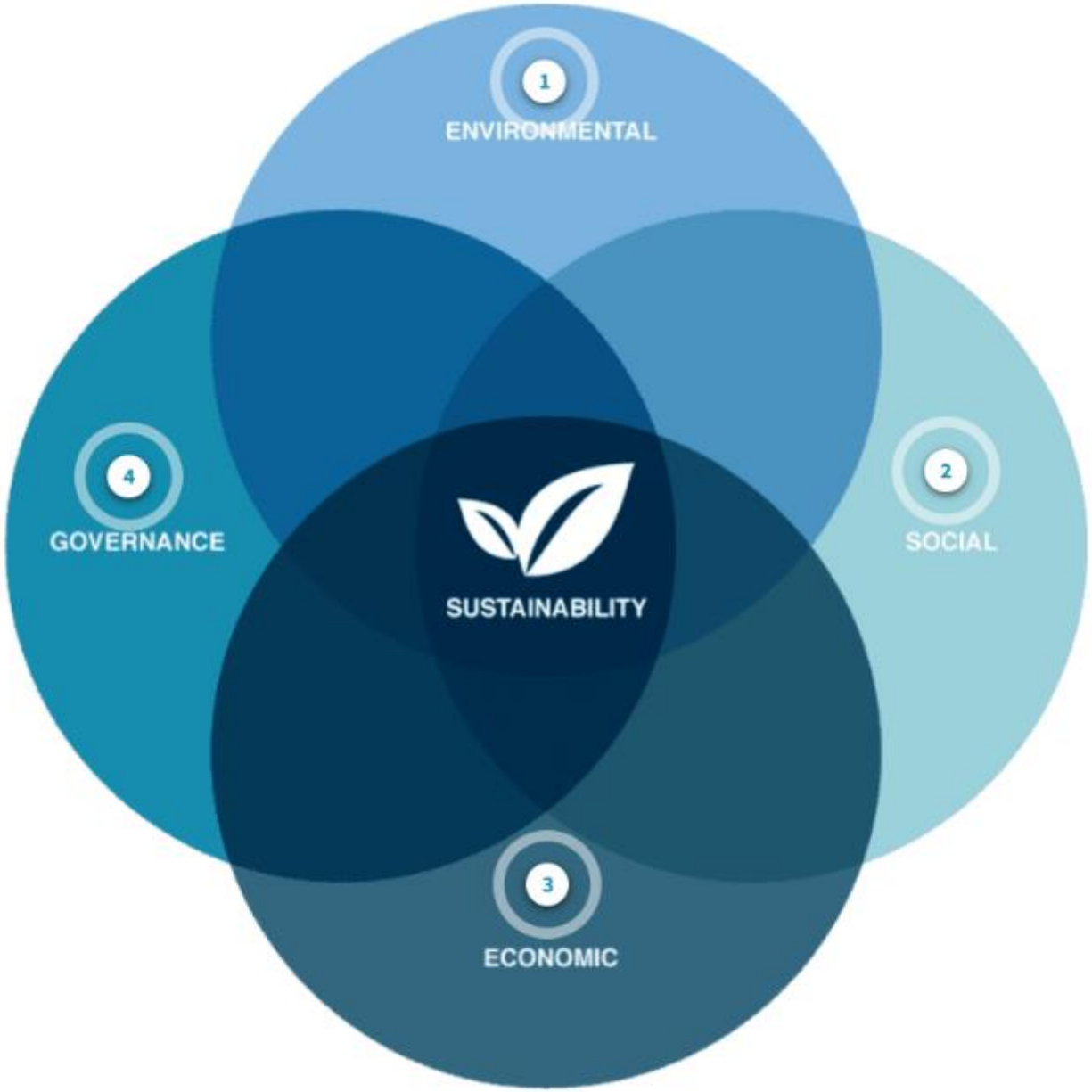
Based on the Brundtland definition as it is known:

Sustainable development is development that meets the needs of the present without compromising the ability of future generations to meet their own needs.

Also thought of as a quadruple bottom line.

Infrastructure Sustainability

Infrastructure that is designed, constructed and operated to optimise environmental, social and economic outcomes of the long term.



Sustainability Mindset

Drivers for Change

Discussion points

- Do you experience a stronger focus on asset creation or asset impact?
- What are the drivers for change in the context you work in?

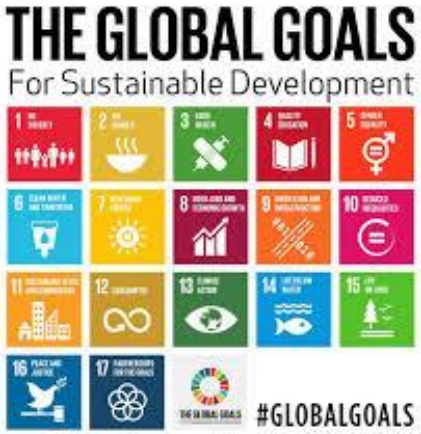
A Broader Outcomes Focus

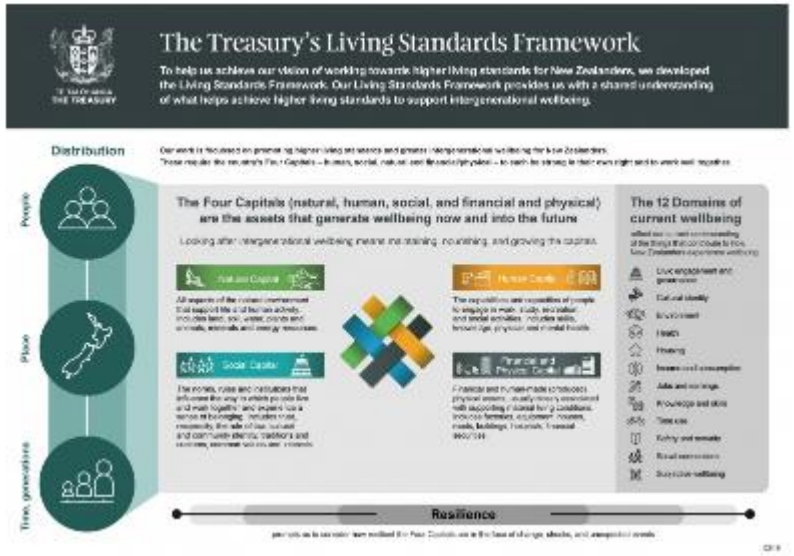
Sustainability Rating Scheme Policy

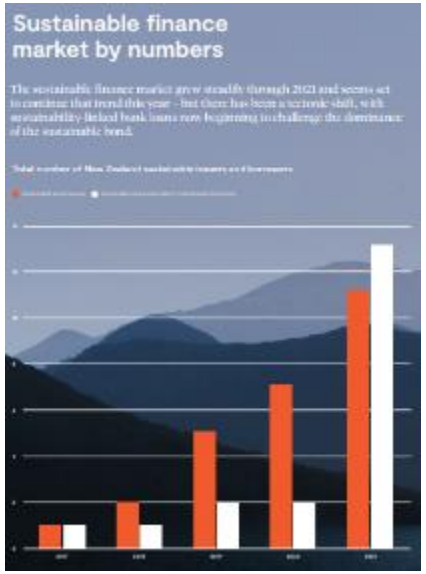
Waka Kotahi Requirements

- All capital projects over $15mil capital value are required to consider the merits of ISCA, and become certified if suited
- All projects over $100mil are required to complete ISCA certification unless:
  - Alignment with objectives and benefits demonstrates impracticality; and
  - The objectives of relevant environmental and sustainability policies can be agreed
- Projects part-funded by Waka Kotahi will have to assess the merits of ISCA and align with sustainability policies
- Any project not required to complete certification will be required to follow the principles of *Toitū Te Taiao* and other relevant sustainability policies and demonstrate how these have been achieved.

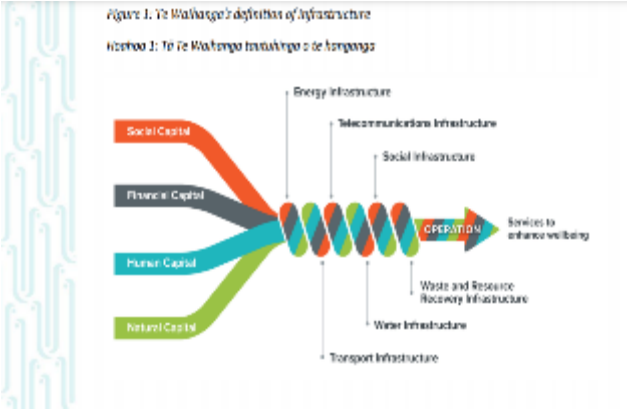
WAKA KOTAHI

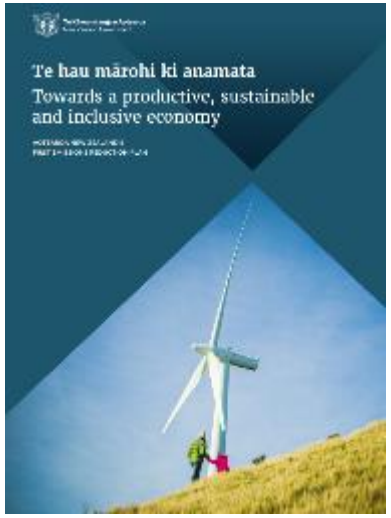






NEW ZEALAND GOVERNMENT PROCUREMENT | Government Property Group





ANZ Traction and Mandating

The most progressive government agencies, state-owned entities and private asset owners mandate IS based on capex thresholds ranging from $2m to $100m.

Location	Agency	Mandating thresholds / requirements
NZ	Waka Kotahi New Zealand Transport Agency	All capital works projects >$15m
	City Rail Link Ltd	ALL projects in program
NSW	*Dept of Planning Industry Environment*	ALL Critical state significant infrastructure
	Transport for NSW	ALL projects >$50m, High risk projects <$50m
	Sydney Metro	ALL project in program
	Queanbeyan Palerang Regional Council	ALL projects >$2m
QLD	State Infrastructure Plan	ALL projects >$100m
	Transport and Main Roads	ALL projects >$100m
	Dept State Development, Infrastructure Local Government and Planning	Stage 3: Detailed Business Case & Infrastructure Strategy
WA	Main Roads WA	ALL projects >$100m
	Office of Major Transport Infrastructure Delivery	Metronet program
	Infrastructure Western Australia	Infrastructure Strategy *all infrastructure over $50m*
ACT	State policy	ALL project > 10m
SA	Dept of Infrastructure and Transport	ALL projects >$100m
VIC	Major Roads Projects Victoria	ALL projects >$100m
	Level Crossings Removal Authority	ALL projects in program
	Rail Projects Victoria	ALL projects in Melbourne Metro program
	North East Link Project	All projects in program
	City of Casey	Capital works projects
NT	Department of Infrastructure Planning and Logistics	Infrastructure Strategy
AU	Transurban	All capital works projects >$100m

Driving impact

Assessment principles & performance indicators

The IS Rating Scheme

- Developed by industry for industry
- Since 2012
- 4 step Rating Process
- Whole of life approach
- All infrastructure types
- 3rd party verification
- Innovation
- Reputation

IS Rating Scheme - intent

“To advance infrastructure sustainability by providing guidance for designers, builders, owners, operators and investors to make decisions that optimise the environmental, social and economic outcomes of infrastructure.

To achieve this through an evidence-based assessment and verification scheme and the sharing of leading practices.”

Rating Scheme Traction Across ANZ

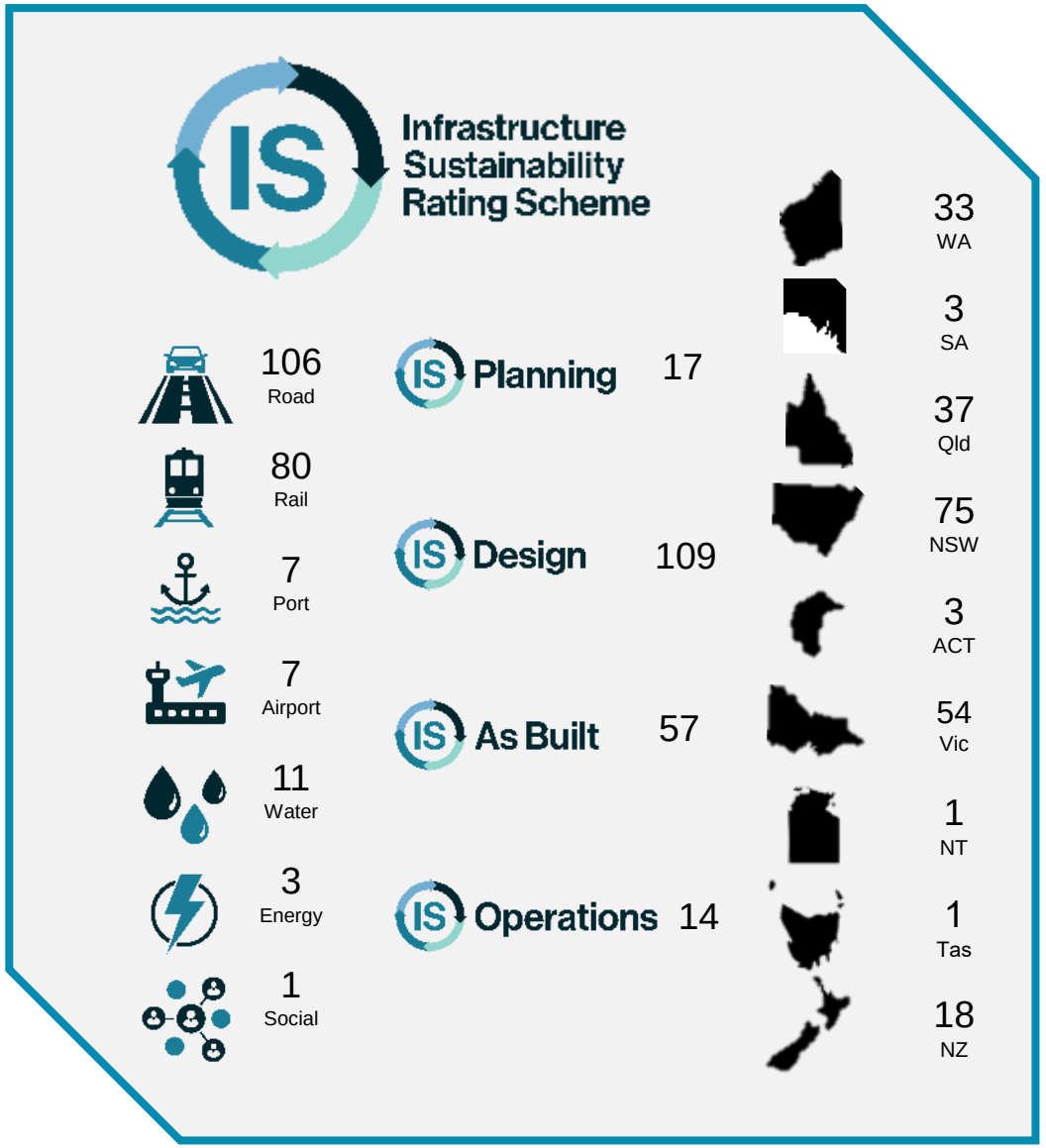
330+ **$217B**

Registrations **Capex**

NZ Ratings

$7.9b

18 Ratings



Quadruple bottom line metrics

Themes

Governance	Environment	Social	Economic

Categories

Place	Energy & Carbon	Stakeholder engagement	Options Assessment & Business Case
Leadership & Management	Environmental Impacts	Legacy	Benefits Realisation
Sustainable Procurement	Resource Efficiency	Heritage	
Resilience	Water	Workforce Sustainability	
Innovation	Ecology		

UN SDG's

Global Leadership

The most comprehensive and rigorous assessment process

Link to paper

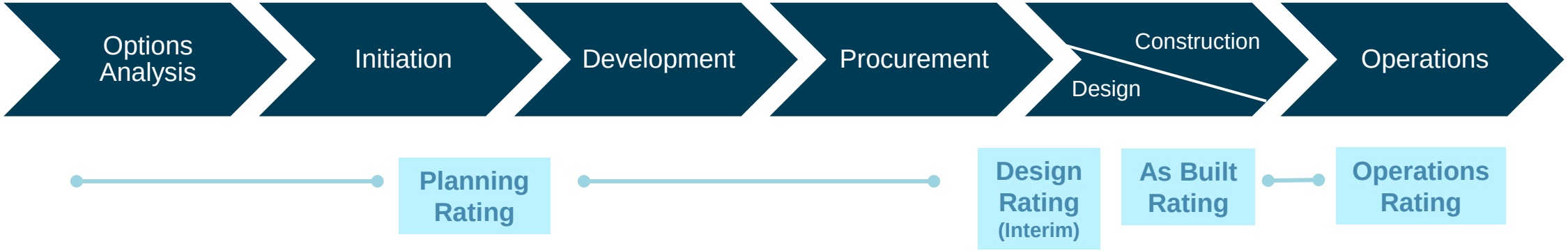
Figure 7: Assessment Verification Requirements and Result Aggregation

"the most comprehensive and rigorous assessment process"

"public procurement practices are a key success factor"
highlighting the global leadership across Australia and Aotearoa New Zealand

The IS Rating Scheme

- Assess the **sustainability performance** of infrastructure
- Whole of life consideration



4-Step Rating Process

Certification

Each infrastructure asset is awarded with a certification according to points achieved - as per the bands below.

- Maximum total number of 110 points
- Evidence is required for each credit criterion
- Independent third-party assurance
- Total points achieved determine the final award category

Performance Benchmarks

Within each category, IS credits reward projects that verifiably perform beyond business as usual

Pla-2 Urban and Landscape Design

Intent

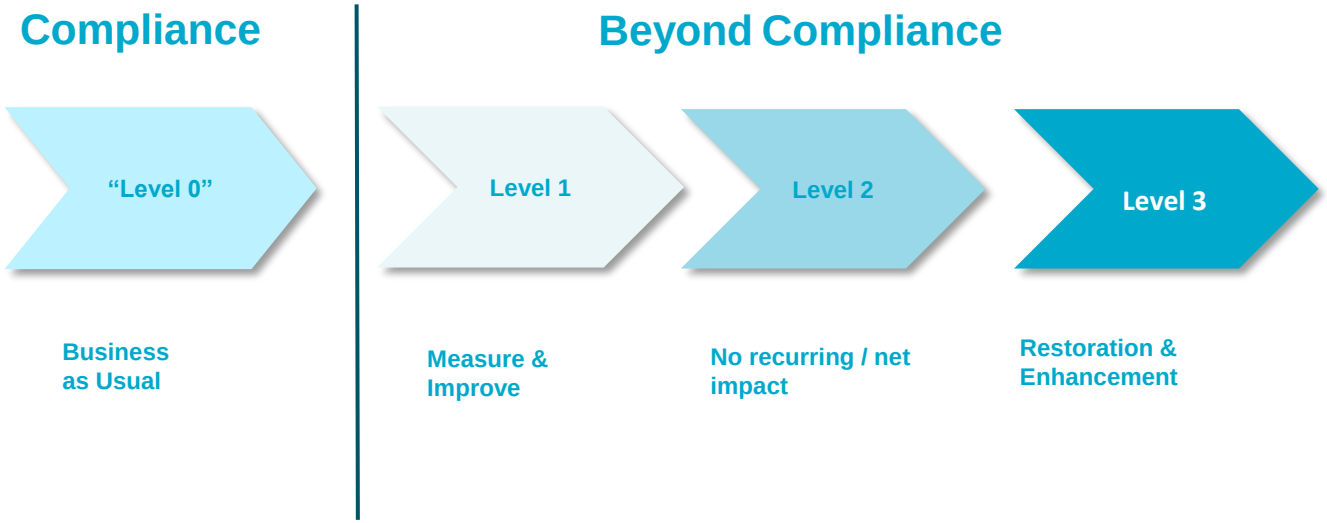
To create infrastructure that has been influenced by the local context, fits its setting, and meets the needs of the people that will use it, while preserving and enhancing scenic, aesthetic, cultural, community and environmental resources and values.

Criteria

Table G1 Pla-2 Design criteria summary

Level 1	Level 2	Level 3
DL1.1 An urban and landscape design plan has been developed and design options implemented. AND DL1.2 The maintenance arrangements for the project's urban and landscape design components have been reviewed.	The requirements for Level 1 have been achieved. AND DL2.1 An urban and landscape design statement has been prepared. AND DL2.2 The urban and landscape design plan and statement have been independently reviewed at key stages throughout the design.	The requirements for Level 2 have been achieved. AND DL3.1 Net improvement in two identified urban and landscape outcome areas.

EXAMPLE



Credit Focus: Leadership & Management*

Intent: Create a sustainability culture and governance throughout the organisation and thus a holistic approach to sustainability.

Lea-1 Integrating Sustainability	• To embed the project's sustainability commitment, objectives and targets into governance and continuous improvement processes, • and to publicly commit to and report on progress.
Lea-2 Risks and Opportunities	• To identify, assess and manage key sustainability risks and opportunities relevant to the project context and meaningful to affected stakeholders.
Lea-3 Knowledge Sharing	• New or updated knowledge on issues and outcomes important to infrastructure sustainability is shared between projects and more widely within industry

*IS version 2.1

Integrating Sustainability (Lea-1)

Intent: To embed the project's sustainability commitment, objectives and targets into governance and continuous improvement processes, and to publicly commit to and report on progress

Level 1	Level 2	Level 3
DL1.1 Sustainability objectives, targets, responsibilities and a reporting framework have been developed (or reviewed and updated). AND DL1.2 A sustainability management plan has been developed for design and construction.	The requirements for Level 1 have been achieved. AND DL2.1 Sustainability objectives and targets have been reviewed with key external stakeholders and include their input. AND DL2.2 Sustainability targets are publicly stated and performance against these targets is publicly reported.	The requirements for Level 2 have been achieved. AND DL3.1 Public reporting of sustainability performance includes contribution to the UN SDGs. AND DL3.2 Sustainability performance reporting has been independently reviewed by a suitably qualified professional.

Energy efficiency & carbon reduction (Ene-1)

Intent: To reduce energy use and carbon emissions across the infrastructure lifecycle and drive towards net zero carbon

Criteria

Table En1 Ene-1 Design criteria summary

Level 0 – 3 on a sliding scale
DL1.1 Modelling of energy use and carbon emissions for capital and operational carbon has been completed.
AND
DL1.2 Energy and carbon emissions reduction opportunities have been investigated across the infrastructure life cycle and included in design and construction planning.
AND
DL1.3 Modelling demonstrates a reduction in energy use and carbon emissions for capital and operational carbon compared to the Base Case. For reductions from >0% up to 30%, fractions of levels may be achieved on a sliding scale.

Table En2 Ene-1 As Built criteria summary

Level 0 – 3 on a sliding scale
ABL1.1 Energy and carbon emissions reduction opportunities identified in the construction phase have been assessed and feasible options identified.
AND
ABL1.2 Monitoring of energy use and carbon emissions has been undertaken during the construction period and the energy and carbon model has been updated.
AND
ABL1.3 Monitoring and modelling have demonstrated a reduction in carbon emissions for capital and operational carbon compared to the Base Case. For reductions >0% up to 30%, fractions of levels may be achieved on a sliding scale.
AND
ABL1.4 Handover documentation related to operational energy and carbon reductions have been provided to the operator.

Ecology

Intent: To identify, protect and enhance ecological value

Table En43 Eco-1 Design criteria summary

Level 1	Level 2	Level 3
DL1.1 The ecological impacts and opportunities of the infrastructure project have been assessed and quantified. AND DL1.2 Measures to avoid, minimise and remedy impacts on ecological features and values have been identified and incorporated into design. AND DL1.3 Management plans have been prepared to ensure the ecological outcomes of the infrastructure project are achieved. AND DL1.4 The ecological values of the site (post-development) are modelled and result in no quantifiable loss when compared to its pre-development state (like for like land-based offsets allowed).	The requirements for Level 1 have been achieved. AND DL2.1 The ecological values of the site (post-development) are modelled and result in a quantifiable net ecological gain when compared to its pre-development state (like for like land-based offsets allowed).	The requirements for Level 1 have been achieved. AND DL3.1 The ecological values of the site (post-development) are modelled and result in a quantifiable net ecological gain when compared to its pre-development state (like for like land-based offsets allowed; 50% project-led restoration required).

Stakeholder Engagement Strategy (Sta-1)

Intent: To design and implement a stakeholder engagement strategy which recognises key stakeholder and community values, interests and concerns, and promotes inclusive, participatory approaches

Table S1 **Sta-1 Design criteria summary**

Level 1	Level 2	Level 3
DL1.1 Stakeholder engagement strategy has been developed (or reviewed and updated). AND DL1.2 Strategy is informed by local context and stakeholder characteristics. AND DL1.3 Stakeholder engagement strategy has been integrated into project governance and been implemented.	The requirements for Level 1 have been achieved. AND DL2.1 A plan for Indigenous People of the Land participation has been developed and implemented with them. AND DL2.2 Stakeholder engagement progress is reviewed and used to update the strategy.	The requirements for Level 2 have been achieved. AND DL3.1 The draft strategy was reviewed with key external stakeholders and their input reflected in the final strategy. AND DL3.2 Stakeholder engagement activities, implementation schedule, and feedback and complaints processes have been made public.

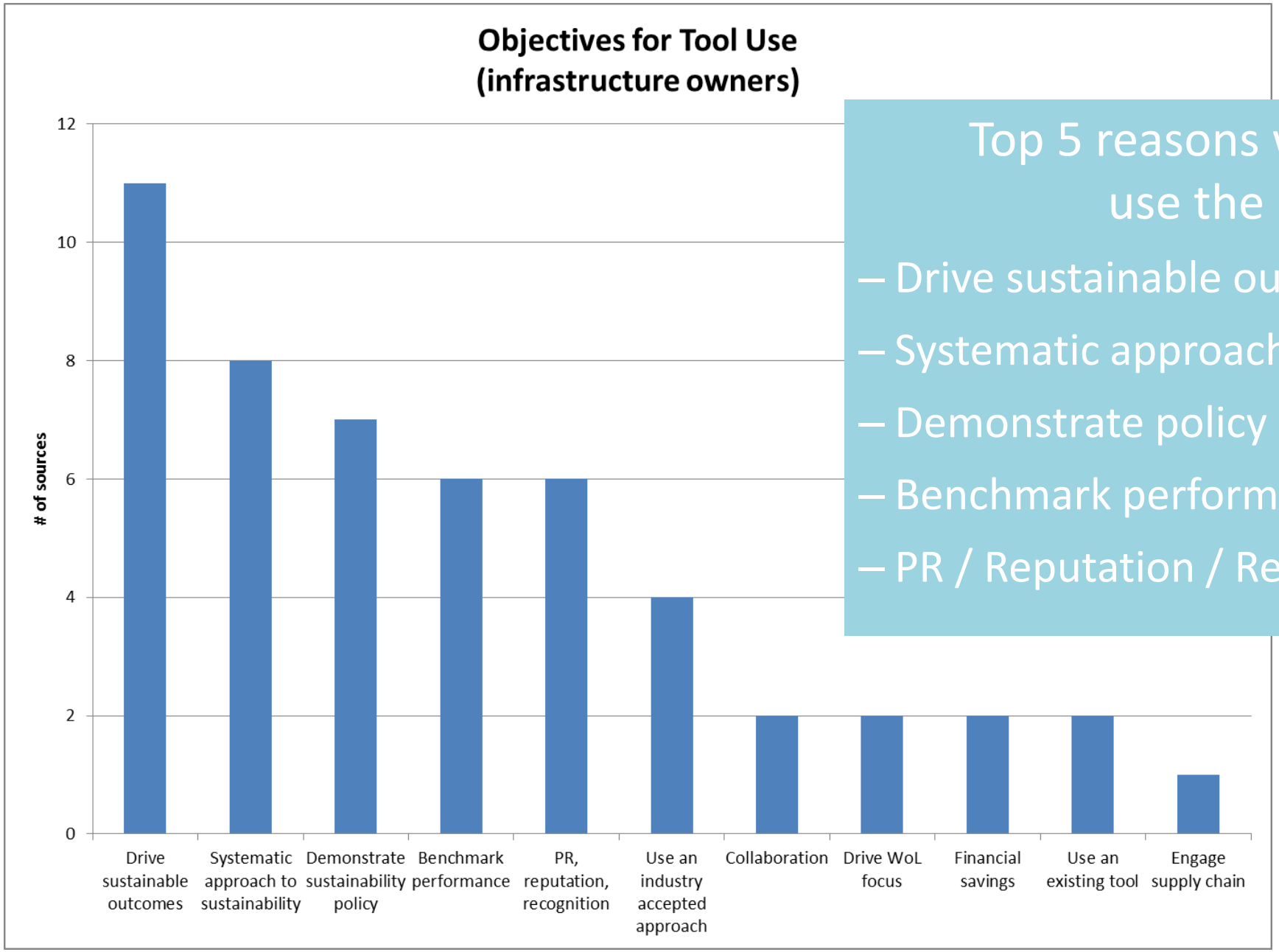
Materiality Assessment

Materiality assessment ensures the most material / important credits receive the highest weighting in the project assessment.

- **Tailors** the tool to the project
- Identify project specific **risks** and **opportunities**
- Reflects stakeholders' priority topics
- Allow to use IS ratings across a variety of assets types

`	Weighting		
Category	Default	Final	Change
Pla	4.2	5	+ 0.8
Lea	8.1	7.0	- 1.1
Spr	7.2	5	-2.2
Res	8.8	6.8	-2
Inn	10	10	0
Ecn	4.5	6	+1.5
Ene	10.1	13.4	+3.3
Env	8.5	8.2	- 0.3
Rso	14.8	12.5	- 2.3
Wat	8.1	11	+ 2.9
Eco	6.3	10.1	+ 3.7
Sta	6.3	5	-1.3
Leg	2	2	0
Her	2.3	2.4	+ 0.1
Wfs	8.3	5.2	- 3.1

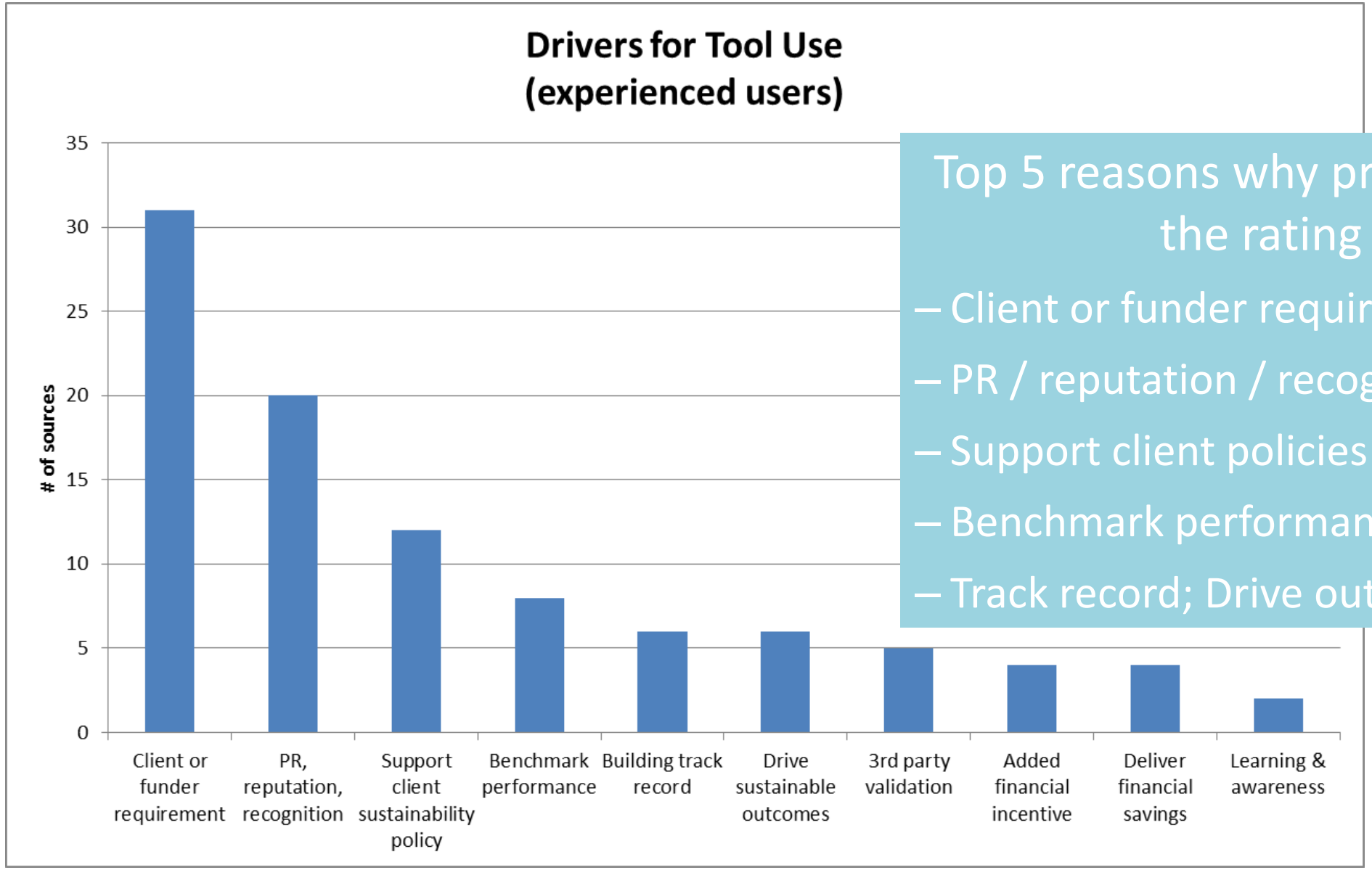
Why might organisations or projects get an IS rating?



Top 5 reasons why organisations use the rating tools

- Drive sustainable outcomes
- Systematic approach
- Demonstrate policy
- Benchmark performance
- PR / Reputation / Recognition

Griffiths, K. 2019. "Sustainability and Infrastructure – The Role of Rating Tools in Driving Sustainable Outcomes."



Top 5 reasons why project teams use the rating tools

- Client or funder requirement
- PR / reputation / recognition
- Support client policies
- Benchmark performance
- Track record; Drive outcomes

Griffiths, K. 2019. "Sustainability and Infrastructure – The Role of Rating Tools in Driving Sustainable Outcomes."

Summary

- ✓ All types of infrastructure assets
- ✓ Whole asset life cycle
- ✓ Third party assured infrastructure specific rating
- ✓ Standardised benchmarks and measurement – for all jurisdictions
- ✓ Drives sustainability into decision making – quadruple bottom line
- ✓ Data for ESG performance and reporting (Environment, social, economic, economic)
- ✓ Builds industry capability to drive and deliver measurable sustainability outcomes
- ✓ Supports continuous improvement and broader impact (moving the goal posts industry-wide and across the supply chain)

Westpac/ NZ Government Innovation Fund

The Westpac/NZ Government Fund supports the accelerated digital development of IS Essentials (projects under $100m CapEx) and the tailoring of the tool to the NZ market

Westpac NZ Government
INNOVATION
FUND

Driving impact

Rating tools impacts & outcomes

Scott Point - Hobsonville

City Rail Link: Leading performance

Sustainability is one of CRL's five overarching objectives.

It is an exemplar project with all three packages driving sustainability outcomes using the IS Rating Scheme.

The process the CRL has undertaken to partner with Mana Whenua to embed cultural values into an industry recognised sustainability framework has been acknowledged as a 'world first' innovation.

The sustainability performance data and embedded practices have underpinned several other notable recognitions including:
2018 Deloitte Energy Excellence Award for Large Energy User Initiative of the Year
2018, Sustainable Business Network Supreme Award - the NZI Transforming New Zealand Award.
2022, Building Nations Decarbonisation Award

CRL has elevated the status of sustainability. I consider it wise that CRL chose to seek Maori expertise to help guide and strengthen them in their understanding and knowledge about kaitiakitanga

*– Hero Potini (representing **Ngāti Tamaoho).***

I appreciate the discussions, the sharing of views and the awesome learnings that we receive, sustainability being one such topic

*– Zaelene Butler (representing **Ngāi Tai ki Tāmaki**)*

I'm excited about sustainability and social outcomes and look forward to CRL having a better understating of tikanga

*– Jay Te Whare (representing **Ngāti Paoa**)*

CRL: Progressive Employment Program

CRL's initial Progressive Employment Program[1] provided six rangatahi (youth) the opportunity to work on the project while being provided mentoring, pastoral care and training.

CRL's initial programme was resoundingly successful, with five of the six interns offered employment[2].

The scheme has continued to be implemented within the Link Alliance main works.

1 https://www.cityraillink.co.nz/news-january-2020/latest-sustainability-report-out-now
2 https://www.isca.org.au/News-and-Media/What-Does-Embracing-Diversity-in-Aotearoa-Look-Lik?viewmode=0

From City Rail Link 2021 Sustainability Report

Environment in numbers 2021*

2,212 ground and building movement monitoring points installed

423 environmental site inspections completed

19 noise and vibration monitors installed

7 air quality monitors installed

>25 stormwater catch pits protected

5 water treatment plants installed

66 environmental management plans approved

121 piezometers installed

Sustainability in numbers 2021*

10,112 tonnes of waste diverted from landfill[9]

9 rangatahi graduated the Progressive Employment Programme

1,854m³ of water captured and reused on site

4,093 truckloads of concrete effectively removed from the project's carbon footprint by replacing cement with fly-ash

9 schools toured CRL as part of the Link Alliance Education Engagement Programme

2,451 tonnes of waste reused

11,886 page views of the Link Alliance Future Journeys virtual field trip

5% of Link Alliance spend to Māori & Pasifika-owned sub-contractors & suppliers

Waste diversion figures across CRL contracts

Figures shown are from the start of construction to the end of 2021

	Spoil	Construction & Demolition	Office Waste	Total
C1 53,310 Tonnes	100%	97%	76%	99.4%
C2 176,947 Tonnes	97%	95%	75%	97%
C3 1,134,927[1] Tonnes	100%	97%	56%	99.9%[1]
C6 14,529 Tonnes	100%	23%	not reported	93%
C8 35,107 Tonnes	100%	95%	not reported	99.9%
C9 340 Tonnes	100%	-	not reported	100%
Total 1,415,841 Tonnes	99%	95%	59%	99%

■ Recycled ■ Reused ■ Landfill

[1] Excluding contaminated materials

IMPACT

Our 2022 Impact Report highlights the value creation of IS ratings

Lifecycle material emissions avoided **16%**	Operating energy emissions avoided **37%**	Lifecycle energy emissions avoided **27%**
Projects that used materials with sustainability credentials **70%**	Resources diverted from landfill **6.4M tonnes**	Waste diverted from landfill **96%**
Reduction in asphalt from base case **8%**	Reduction in concrete from base case **140,272 tn**	Operating water use avoided **25%**
Innovation: **41** Regional First **30** National First **4** World First	**Certifications:** **1** Leading **27** Design **19** As Built	**Social Credits:** **88%** certified projects completed stakeholder engagement strategies **80%** certified projects undertook heritage assessment and management

Quadruple bottom line metrics

Themes

Governance	Environment	Social	Economic

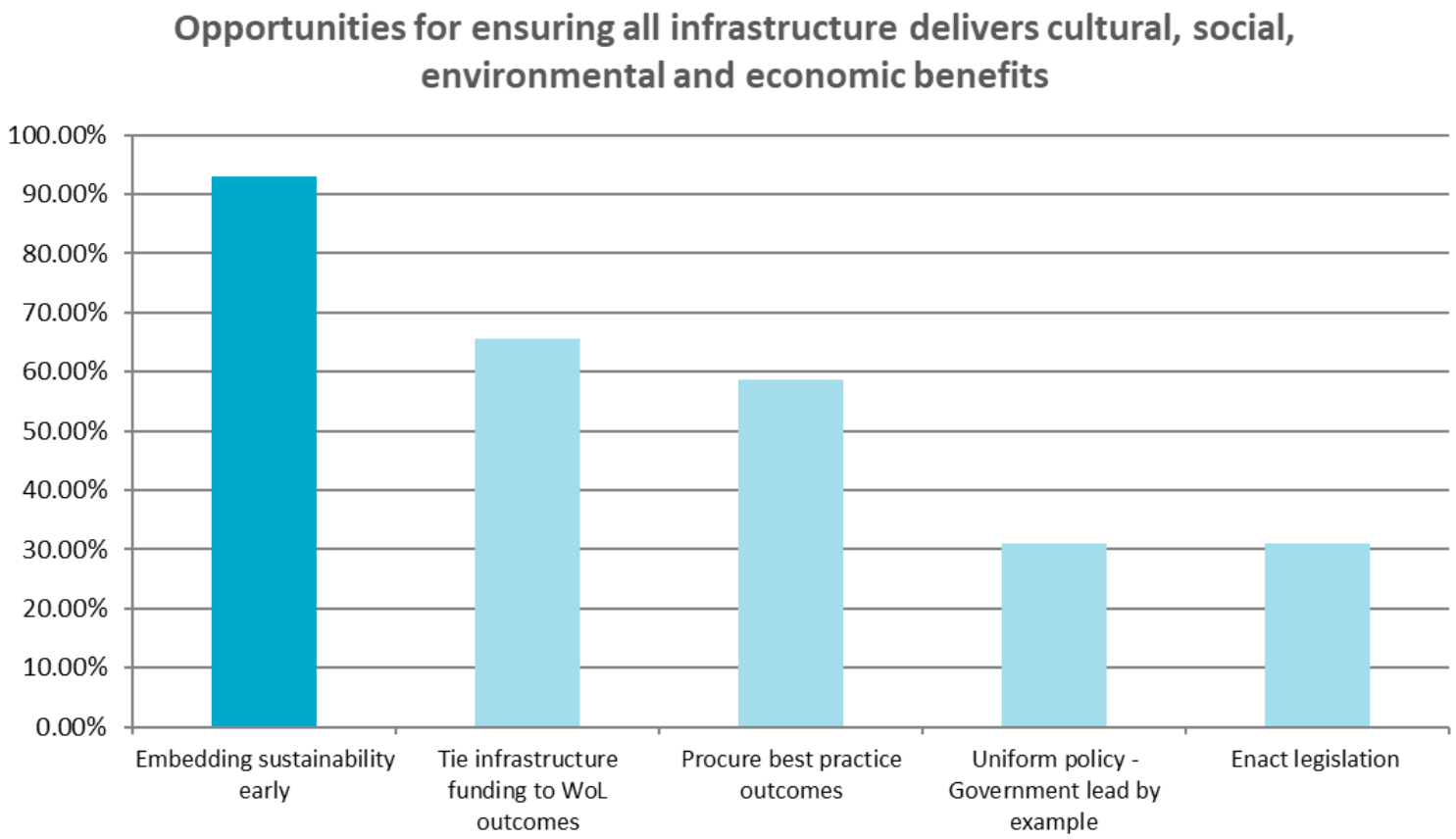
Categories

Place	Energy & Carbon	Stakeholder engagement	Options Assessment & Business Case
Leadership & Management	Environmental Impacts	Legacy	Benefits Realisation
Sustainable Procurement	Resource Efficiency	Heritage	
Resilience	Water	Workforce Sustainability	
Innovation	Ecology		

UN SDG's

Impact of action in the planning phase

ISC Member survey



Respondents reinforced the need to **embed sustainability from the earliest possible stage** as the most effective solution to avoid diminishing returns and maximise benefits realisation

Value of embedding sustainability early

Using IS Planning

Brings **SDG awareness**

Provides a road map – A **‘how to’ guide to embedding sustainability**

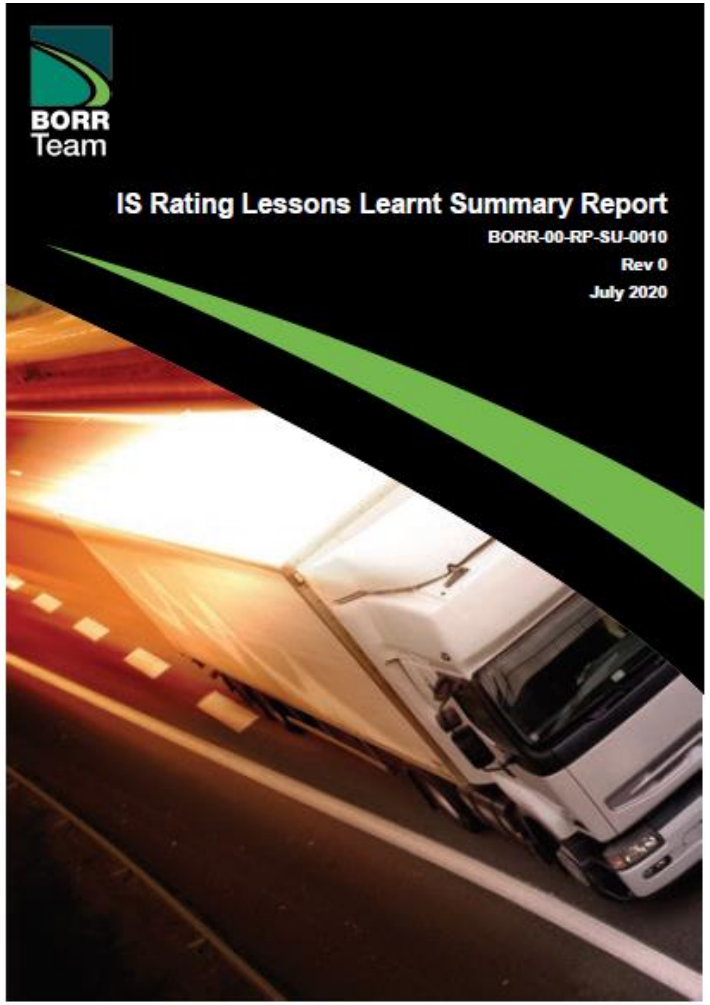
Campaigns for **proponent ownership in directing outcomes**

Awareness of **importance of sustainability action** as the **scope is being developed**

Bunbury Outer Ring Road

BORR is a 27 kilometre section of highway that will connect Forrest Highway to Bussell Highway in Western Australia's southwest region

- First project registered for an IS v2.0 Planning rating.
- The Project Team targeted a Bronze rating but delivered a Silver Planning rating
- The team went beyond a business-as-usual approach to implement sustainable initiatives.

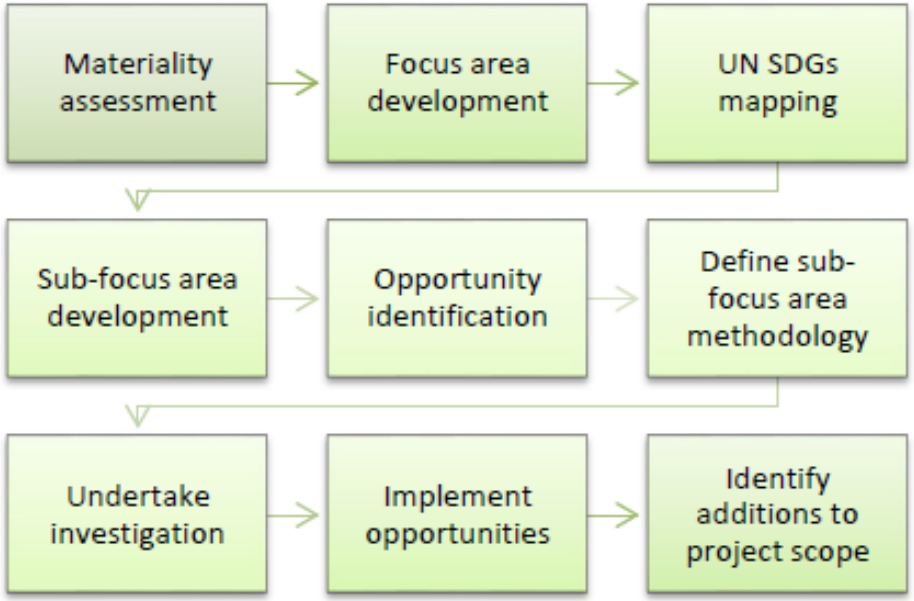


BORR – Planning Rating

Governance Theme: Leadership Credits (Lea-1, Lea-2)

Lesson 1: SMART targets were difficult to provide for the Planning phase (i.e. setting numerical targets).

Lesson 2: Opportunity identification on BORR was based on the sustainability focus areas which provided direction and ensured no significant opportunity areas were missed.



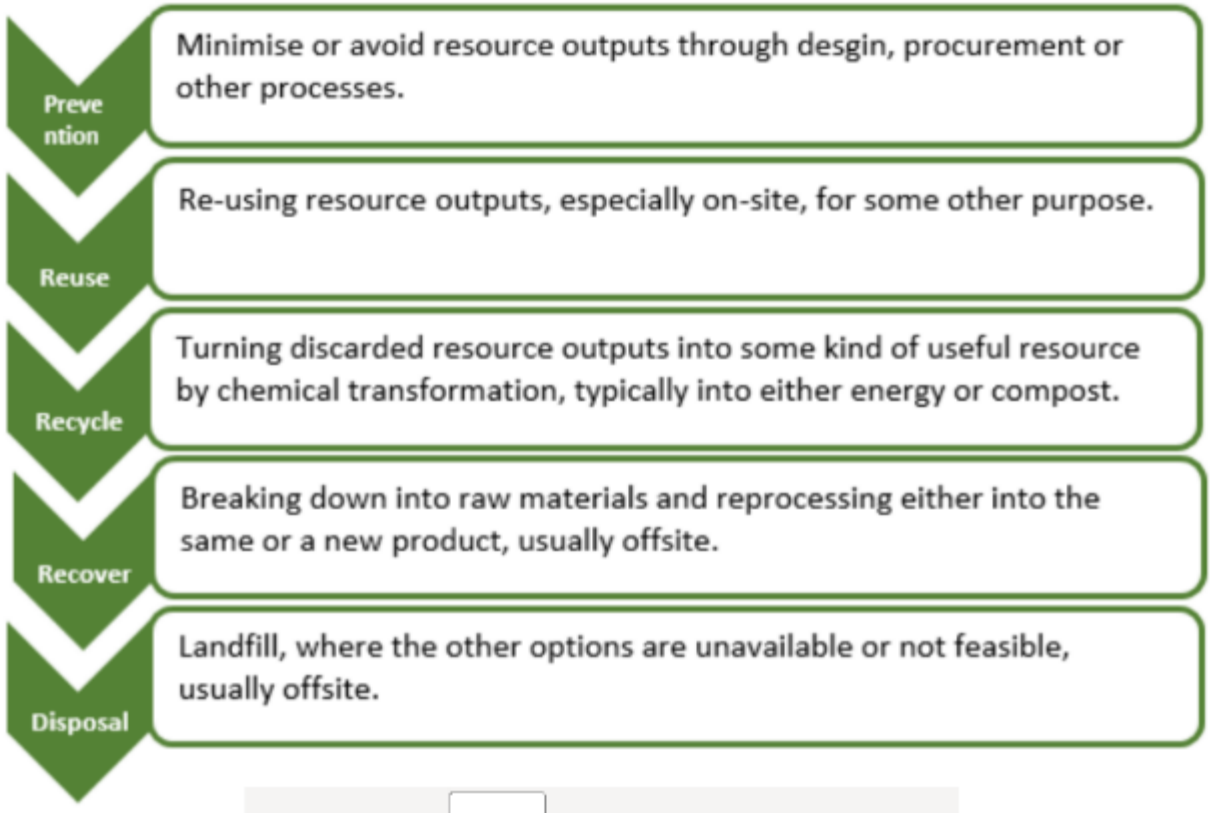
Summary of sustainability management process

As a result of thorough investigation, leadership and collaboration, >60 sustainability actions were recommended and included in the Project scope (for the D&AB tender).

Environment Theme: Resource Efficiency (Rso-1, Rso-6)

Lesson 1: *The resource efficiency workshop and development of a Resource Efficiency Strategy proved useful in identifying project specific targets and opportunities for the design, construction and operation phases.*

Lesson 2: *Assessing materials against embodied greenhouse gas emissions, rather than just volume or cost, challenged designers to consider opportunities to reduce net impacts.*



Environment Theme: Energy & Carbon (Ene-1 & Ene-2)

Lesson 1: *The highest emission contributor was from vehicles using the asset during operations. Limited actions from an infrastructure design perspective to achieve emission reductions from the vehicles using the built asset.*

Lesson 2: *Project street lighting was estimated to contribute 50% of operation and maintenance emissions (when excluding vehicle use). By investigating opportunities to reduce emissions in the Planning phase, significant benefits are anticipated to be realised, including:*

- Saving $3.5M across the 7 interchanges on the BORR project for initial construction
- Saving $35,000/annum operational costs
- Saving 160 tCO2e- per year
- Reduced light pollution for residents in close proximity to the road
- Greater emphasis on street lighting at the northern and southern interchanges.

How the Planning Rating influenced project outcomes

- ✓ Awareness of the complexity of ‘sustainability’
- ✓ Decision making framework – quadruple bottom line
- ✓ Encouraged sufficient data and information to inform opportunities and targets
- ✓ SMART targets developed for application during design, construction and operation
- ✓ With sufficient data opportunities were readily moved across to part of the project scope
- ✓ Team began to incorporate sustainability within the project scope, beyond relying significantly on the implementation of the IS D/AB

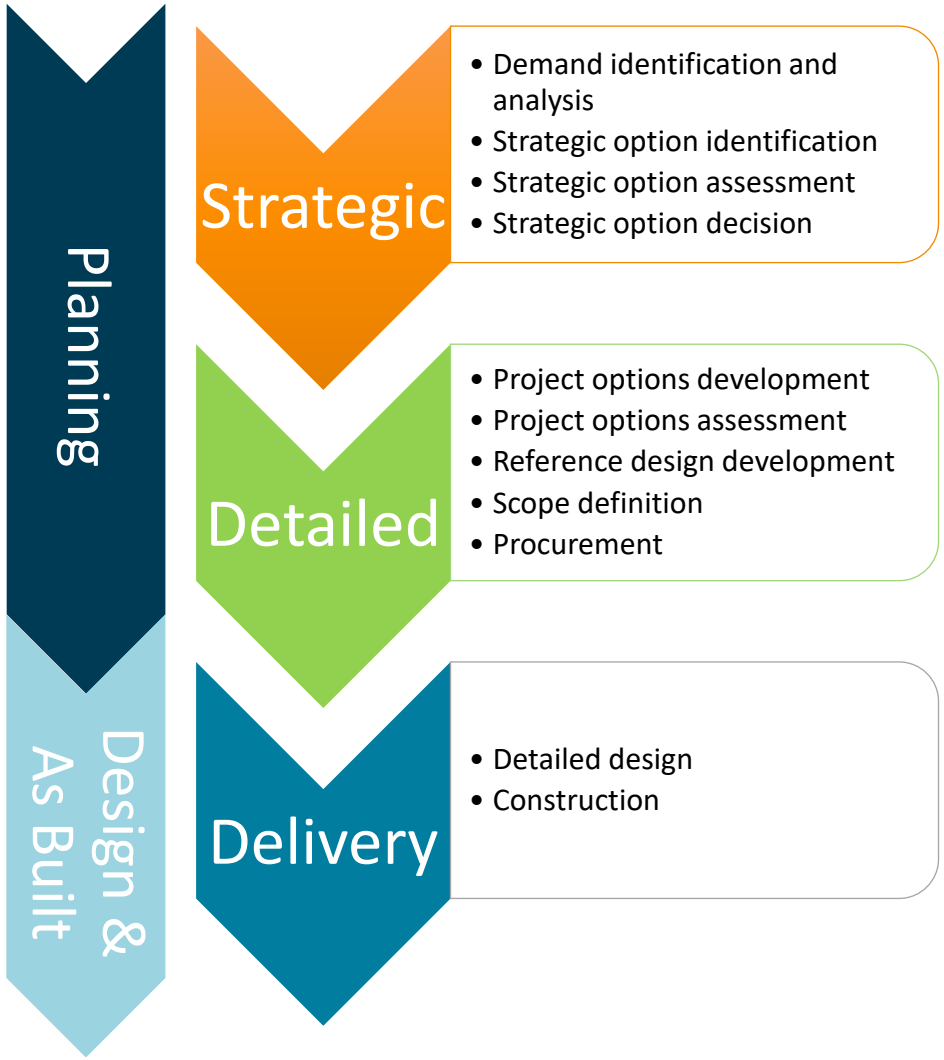
New Planning Rating Pathway – in development

Seeks to:

- Delineate between Strategic and Detailed phases
- Provide appropriate guidance for the two phases
- Provide a level of scalability depending on project size
- Maintain one Technical Manual

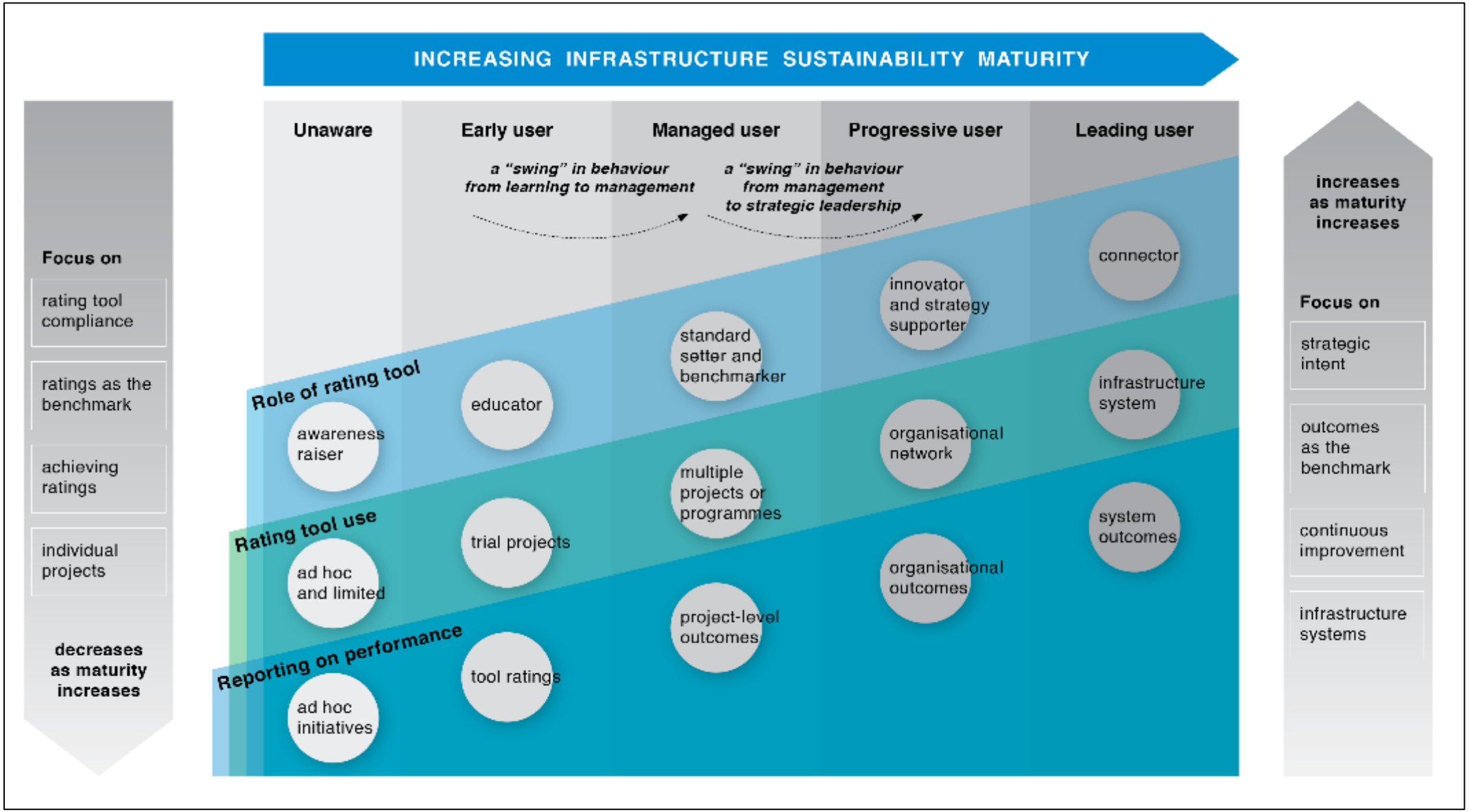
This approach:

- Allows users to define their own pathway in applying IS based on project timing and size
- While still providing the level of rigor to enable consistent verification and benchmarking



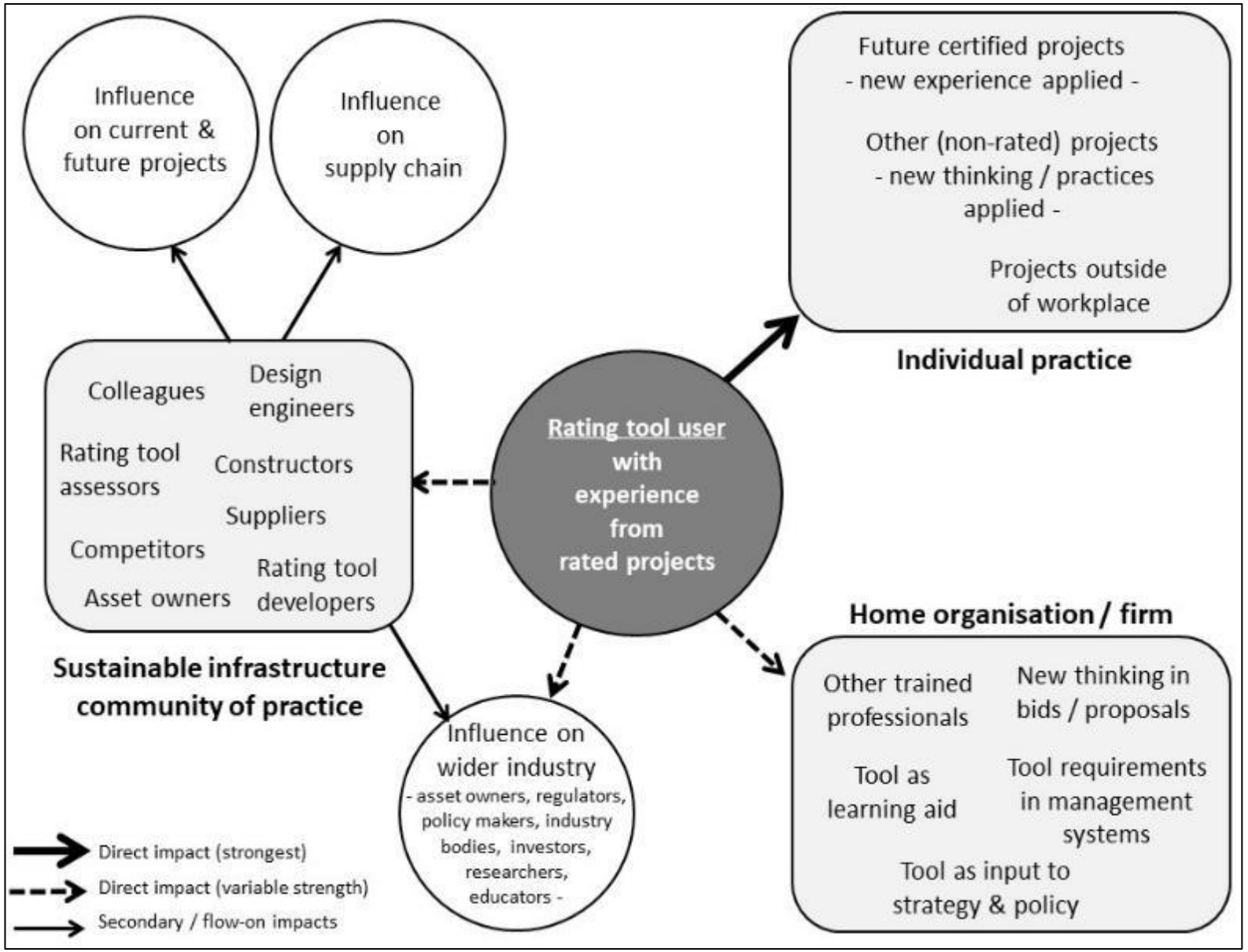
Driving industry change

What is the potential impact of IS Ratings on the infrastructure industry more broadly?



Griffiths, K. 2019. "Sustainability and Infrastructure – The Role of Rating Tools in Driving Sustainable Outcomes."

Flow-on effects from rating tool use



Griffiths, K. 2019. "Sustainability and Infrastructure – The Role of Rating Tools in Driving Sustainable Outcomes."

ISC Capability building

The Infrastructure Sustainability Council delivers a diverse range of public and in house capability building offerings.

Whether you are exploring the **foundations of infrastructure sustainability**, or an experienced professional wanting to **upskill,** regularly scheduled **public offerings** provides individuals an opportunity to **network with other industry professionals** and make a positive contribution to advancing sustainability outcomes in infrastructure.

Organisations can strengthen their position in the market with **executives inspired to navigate through change** and a team empowered by **industry recognised accreditations,** professional development and leadership workshops.

Driving impact

Summary & Close

Benefits: Direct and Indirect

Direct Benefits

- Increased use of recycled materials and renewable resources
- **Lower greenhouse gas emissions**
- Reduced waste
- **Enhanced heritage and ecological outcomes**
- Reduced negative impacts on land, air, water, communities
- **More informed and involved stakeholders and community**

Indirect Benefits

- **Shift in industry understanding**
- New policies and practices supporting sustainability outcomes
- **Flow-on effects through supply chain**
- More resilient infrastructure
- Better relationships with client
- **Breaking down silos**

Engaging with the ISC

- Join the IS community
- Become an organisational member
- Undertake training
  - Accredited professional (ISAP)
  - Other
- Attend the next IS Connect conference – May 2023 in Tāmaki Makaurau

- Find out more: https://www.iscouncil.org/

Kia ora | Thank you

www.iscouncil.org
Kerry.griffiths@iscouncil.org

Infrastructure Sustainability Council