

**Climate Change Duties Report**

**1. INTRODUCTION**

1.1 The purpose of this report is to inform and update members about SEStran’s responsibilities, as a public body, in relation to the Climate Change Act (Scotland) 2009.

**2. BACKGROUND**

2.1 In 2015, The Reporting on Climate Change Duties (Scotland) Order 2015 came into force, which required specified Public Bodies, including RTPs, to prepare annual reports on compliance with climate change duties under the Climate Change (Scotland) Act 2009.

2.2 This legislation is managed and coordinated on behalf of the Scottish Government by the Sustainable Scotland Network (SSN) team at the Edinburgh Centre for Carbon Innovation.

**3. REPORTING RESPONSIBILITIES**

3.1 SEStran has reported annual emissions figures since 2015 and implemented a range of policies to reduce the impact from the workings of the organisation.

3.2 For the reporting year 2018/19 SEStran has seen an increase to 15.05 tCO2e. A breakdown of emissions is detailed within the appended report.

**3. RECOMMENDATIONS**

3.1 The Board are invited to note the content of the report.

Peter Jackson  
**Active Travel Officer**  
November 2019

**Appendix 1: SEStran Carbon Emissions Reporting**

Policy Implications	None
Financial Implications	None
Equalities Implications	None
Climate Change Implications	As detailed in <b>Appendix 1</b> of this report.

### SEStran Carbon Emissions Reporting 2018-19

	Emission Source	Units	Emission Factor	Units	kg CO2e
41	Domestic Flight (average passenger)	passenger km	0.29832	kg CO2/passenger km	<b>371</b>
42	Short-haul flights (average passenger)	passenger km	0.16236	kg CO2/passenger km	<b>5,126</b>
44	Rail (National Rail)	passenger km	0.04424	kg CO2/passenger km	<b>748</b>
45	Car - diesel (average)	passenger km	0.17753	kg CO2/passenger km	<b>162</b>
46	Car - petrol (average)	passenger km	0.18368	kg CO2/passenger km	<b>657</b>
53	Bus (local bus, not London)	passenger km	0.12007	kg CO2/passenger km	<b>75.7</b>
54	Taxi (black cab)	passenger km	0.32129	kg CO2/passenger km	<b>87.4</b>
Other	Staff Travel to Work	km	various	kg CO2e/km	<b>7,825</b>
	Scope 1				<b>0.00</b>
	Scope 2				<b>0.00</b>
	Scope 3				<b>15,052</b>
	<b>SEStran TOTAL</b>			<b>tonnes CO2e</b>	<b>15.05</b>

The table above illustrates SEStran carbon emissions for 2018-19 against the relevant reportable emission categories. Since the relocation of SEStran to Victoria Quay in 2016 no report is made for categories that would otherwise be included in the Scottish Government building report, i.e. categories 1,2,5,9,26 and 30.

SEStran has set a target to reduce business travel by 5% on an annual basis. During 2018-19 transport in Scotland has seen a wealth of work, in preparation for the draft National Transport Strategy, the now Planning Bill, and the growing number of working groups associated to these strategic projects. As SEStran has secured more financial support through the likes of Local Rail Development fund, the Low Carbon Travel and Transport Fund, Smart Choices Smarter Places Open Fund, CANDO Innovation Fund, and others, officers have been engaged in more meetings and workshops across the region and nationally. This has seen an increase in business travel emissions for the reporting year, with the following comments written to aide that understanding. SEStran officers have access to skype enabled laptops and other conference call facilities that are utilised regularly across projects.

Emission Source	No of Trips	Travel Distance	Difference on 17-18
Domestic Flights	1	1224	∧ 1224 km
Short-Haul Flights	13	31572	∧ 5000 km
Rail	80	16905	∧ 6000 km
Car	**	4490	∧ 2000 km
Bus	49	631	∨ 500 km
Taxi	27	272	∧ 150 km
Cycle	12	133	∧ 118 km

\*\* Use of personal vehicles is captured by mileage only and not by trip number.

The largest increase in domestic travel has been seen in Rail. Some of the decline in bus travel can be assumed to have been taken up by the increase in cycle usage. Other increases can be justified by the increase in project work as described earlier.

### Staff Travel to Work

*Staff travel to work is calculated on assumptions of normal staff travel patterns to enable working in the office. This takes account of annual leave, periods of absence, and days working from home. This results in an estimated emission total that will be higher than the actual total emission for this category.*

The reporting period saw a number of staff changes with consequent changes in travel patterns. However, there was an overall reduction in staff commuting distance by over 4500km in the year with 218 fewer trips made. SEStran operates flexible working practices and promotes the sustainable travel hierarchy where appropriate but the nature of officer's work will still require the need to travel and this may not facilitate an option for a target of reduced staff travel to work.

TOTALS	Emissions kg CO2e	Distance km
Car	7,442	41,199
Passenger	0	0
Rail	35	800
Bus	348	2,897
Cycle	0	8,985
Walk	0	411
<b>TOTALS</b>	<b>7,826</b>	<b>54,292</b>