

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 2022/23 SEStran total emissions was 5.58 tCO₂e, due to staff members hybrid working policy, and reduction in travel to EU countries. A breakdown of emissions is detailed within the appended report.
- 3.3 Future reporting will reflect progress in achieving the target outlined in appendix 1.

4. RECOMMENDATIONS

- 4.1 The Board are invited to note the content of the report.

Hattie James
Project Officer
November 2023

Appendix 1: SEStran Carbon Emissions Reporting

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

The table below summarises the Carbon Emissions produced by SEStran throughout 2022-23.

SEStran Carbon Emissions Reporting 2021-22

Emission Source	Consumption data	Units	Emission Factor	Units	Emissions (tCO2e)
Scope 1 (direct emissions)					0.00
Scope 2 (energy indirect)					0.00
Scope 3 (other indirect)					
Short-haul flights (average passenger)	32180.60	km	0.15353	kgCO2e/km	4.94
Rail (National Rail)	4424.25	km	0.03549	kgCO2e/km	0.16
Car - petrol (average)	606.72	km	0.17048	kgCO2e/km	0.10
Car – diesel (average)	0	km	0.17082	kgCO2e/km	0.0
Staff Travel to Work	34361.45	km	various	kg CO2e/km	0.344
Working from Home	90.6	Percentage of total FTEs home-based	0.3	tCO2e/FTE/annum	0.03
SEStran TOTAL				Tonnes CO2e	5.58

The table above illustrates SEStran carbon emissions for 2022-23 against the relevant reportable emission categories. Since the relocation of SEStran to Victoria Quay in 2016, no report is made for scope 1 and 2 emissions that would otherwise be included in the Scottish Government building report.

Due to the ongoing impacts of COVID-19 and Scottish Government restrictions introduced in March 2020, 90.6% of SEStran full time equivalent (FTE) staff was working from home for the duration of the reporting period 2022-23. In light of that, a default emission factor as advised by the SSN Guidance on Completing Public Bodies Climate Change Duties Annual Report 2020/21 has been applied to calculate emissions associated with staff working from home.

The table below details the annual change since relocating to Victoria Quay. Due to the impact of COVID-19 it is hard to see the year-to-year comparisons. The table below shows the emissions purely related to business travel, including European travel but excluding staff travel to work and working from home.

Reporting Year	Tonnes CO2e
2016-17 *	7.138
2017-18	5.241
2018-19	7.227
2019-20	7.312
2020-21	0.062
2021-22	0.42
2022-23	5.2

*SEStran moved to Victoria Quay

In accordance with SNN guidance, it is recommended that a base year and a target is used to monitor reduction of emissions. Accordingly, SEStran aim to reduce emissions by 50% by 2030. SEStran will use 2016-2017 as a base year as that is the first year situated in Victoria Quay. This will be achieved by reducing the km travelled via business travel.

SEStran are setting a target to reduce their total tonnes of CO2e to 3.1 by 2030.

During 2022-23, SEStran staff adopted a hybrid working policy, and 90.6% of work was done from home online, including project meetings using software such as Microsoft Teams. European travel has recommenced following the removal of restrictions from COVID-19, so despite limited EU projects occurring, staff did travel to Europe for conferences and meetings.

Emission Source	No of Trips	Travel Distance	Difference on 20-21
Domestic flights	0		0 km
Short-haul flights	12	32,181 km	∧ 30, 948 km
Rail	15	4,424 km	∧ 4372 km
Car	**	607 km	∨ 91 km
Bus	0	0 km	0 km
Taxi	0	0 km	0 km
Cycle	**	0 km	0 km

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

Staff travel to work is calculated on assumptions of normal staff travel patterns if working in the office. This takes account of annual leave, periods of absence, and prearranged 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 staff working from home 90.6% of the time, due to maintain hybrid work policy, resulting in lower emissions associated with staff travel to work for the reporting period compared to previous years. SEStran operates flexible working practices and promotes the sustainable travel hierarchy where appropriate.

TOTALS	Emissions kg CO2e	Distance km
Car	2,482.17	13,741.00
Passenger	0.00	0.00
Rail	724.83	16,384.11
Bus	33.72	280.80
Cycle	0.00	3,955.65
Walk	0.00	0.00
TOTALS	3240.72	34,361.45