**Committee Name: Climate and Environment Emergency Executive Panel**

**Committee Date: 10/12/2024**

**Report Title: NI185 Emissions Reporting 2022/23**

| | |
|---|---|
| Portfolio: | Councillor Hampton, Cabinet member for climate change and digital inclusion |
| Report from: | Head of Strategy, Engagement and Culture |
| Wards: | All Wards |
| OPEN PUBLIC ITEM | |

## Purpose

To brief CEEEP on the council's carbon footprint for the 2022/23 financial year.

## Recommendation

To review and comment on this report.

## Policy Framework

The council's community-led plan 'We Are Norwich 2024-2029' outlines five shared priorities to make Norwich a fair and thriving city, full of ambition. Priority 4 relates to:

*A climate responsive Norwich*

Within this priority area, the plan establishes the following aim:

*A net-zero council by 2030*

This aim relates specifically to the council's own greenhouse gas (GHG) emissions, with progress against this ambition being assessed through an annual carbon accounting procedure, as summarised in this report.

## Report Details

## Background

1. National Indicator (NI) 185 was a statutory reporting requirement of the now defunct Department of Energy & Climate Change. Whilst the statutory requirement to report NI185 emissions ceased in 2013, the council has continued to use the NI185 scope and methodology to measure and report

emissions against a 2007/08 baseline. Other local authorities continue to report emissions according to NI185 in the same way.

2. The NI185 reporting protocol covers the council's scope 1, 2, and a subset of scope 3 emissions.

    - **Scope 1** covers emissions from assets directly under the control of the council e.g. emissions from fuel in our fleet vehicles and heating fuel for buildings i.e. fuel that we both procure and 'burn'.
    - **Scope 2** emissions are caused by energy that is procured by the organisation but where the fuel is burnt by another party. For the council Scope 2 emissions are caused by procuring electricity for buildings which is generated by others.
    - **Scope 3** emissions result from procured goods and services. Scope 3 emissions for NI185 have historically only included emissions from major procurement contracts.

3. The historical approach taken to determining the council's organisational boundary was based on the original guidance for NI185, which stated that: *"The indicator is to include all $CO_2$ emissions from the delivery of local authority functions. It covers all of an authority's own operations and outsourced services."*

    Following an assessment, at the time, of the main outsourced services associated with the council's functions, leisure centres, street services and housing support services were included. The council has historically excluded emissions from general needs HRA housing but included sheltered housing schemes.

**Emissions Analysis and Reporting – Results and Key Findings**

4. Analysis of the council's 2022/23 emissions demonstrates further progress towards meeting the council's 2030 net-zero target. The reporting period for this exercise is 1 April 2022 to 31 March 2023.

5. The council's total net annual emissions for the 2022/23 financial year were 3,500,665 kg $CO_2e$[1], a 3.0% reduction compared to the 2021/22 figure. This figure means that as of 31 March 2023, Norwich City Council had made a 67.1% reduction against the 2007/08 baseline emissions.

6. The council's current Corporate Plan commitment is to reduce its emissions by 3% per annum. For 2022/23, the council will offset a proportion of its emissions to ensure it continues to meet this commitment. The total emissions

[1] Carbon dioxide equivalent ($CO_2e$) is a measure to compare emissions from all greenhouse gases based on their global warming potential (GWP).

to be offset are 929 kg $CO_2e$, and the council is planning the most effective approach to achieving this as outlined in the 'Offsetting 2022/23 Emissions' section on page 4.

7. A breakdown of emissions for 2022/23 is shown in the table below:

| **Scope 1 - Direct emissions (e.g. onsite fuel consumption; gas/vehicles)** | **$CO_2e$ (kg)** |
|---|---|
| Gas from buildings (council) – kWh | 2,024,324 |
| Fuel in fleet vehicles (council) – L diesel | 4,591 |
| Fuel in fleet vehicles (council) – L petrol | 20,176 |
| **TOTAL SCOPE 1** | **2,049,091** |
| **Scope 2 - Energy Indirect** | **$CO_2e$ (kg)** |
| Electricity in buildings (council) – kWh | 1,479,815 |
| **TOTAL SCOPE 2** | **1,479,815** |
| **Scope 3 - Other indirect (e.g. business travel, contractors)** | **$CO_2e$ (kg)** |
| Transmission and distribution of electricity | 135,370 |
| Gas from buildings (contractors) – kWh | 6,406 |
| Electricity in buildings (contractors) – kWh | 41,492 |
| Grey fleet e.g. private cars | 8,517 |
| Taxis | 593 |
| Flights | 0 |
| Trains | 1,065 |
| Contractors' vehicle use | 1,298,760 |
| **TOTAL SCOPE 3** | **1,492,202** |
| **TOTAL GROSS EMISSIONS** | **5,021,109** |
| Green Electricity / Offsetting | 1,520,443 |
| **Grand total net $CO_2e$ (kg)** | **3,500,665** |

8. Since the 2007/08 baseline year, this equates to an average annual reduction of 6.74% per annum, exceeding the current 3% Corporate Plan commitment. A comparison of the 2022/23 emissions with previous years can be seen in the table in Appendix 1.

9. The council's gross emissions (before net removal of electricity emissions by means of procuring green electricity[2]) reduced from 2021/22 to 2022/23, including a 12.3% reduction in gas use in council buildings year to year. This is believed to be due to upgrades to heating systems such as the installation of Air Source Heat Pumps (ASHPs) at City Hall in 2022.

10. Emissions associated with fossil-fuelled fleet vehicle use increased slightly in 2022/23 to mirror pre-pandemic levels. Emissions associated with staff using private vehicles for work purposes ('grey fleet') also increased in 2022/23 compared to levels during the pandemic.

[2] The council procures a 100% renewable electricity generation mix which meets the technical requirements of the Greenhouse Gas Protocol for net zero electricity.

11. Contractor emissions reduced in 2022/23 compared to previous years. Reduced emissions from electricity and gas are believed to be associated with the change in environmental services delivery from Norse and NPS to Norwich City Services Limited (NCSL). Contractor vehicle emissions saw a marginal increase overall, which is likely to be due to a post-pandemic increase in vehicle journeys.

**Offsetting 2022/23 Emissions**

12. To offset a proportion of its 2022/23 emissions, the council is pursuing a carbon offset arrangement organised through Forest Carbon. Forest Carbon are the leading and longest standing developer of land-based projects for the UK voluntary carbon market, having helped develop the Woodland Carbon Code and Peatland Code, as the two offsetting schemes currently recognised by the UK Environment Agency. Additionally, Forest Carbon work in partnership with international projects accredited by recognised standards such as the Gold Standard, VCS and Plan Vivo.

13. The council is currently planning the most effective offsetting solution in conjunction with Forest Carbon and intends to pursue projects with an emphasis on urgent emissions removal, maximising benefits to nature and communities whilst providing robust quality assurance.

**Implications and Next Steps**

14. The outcome of this analysis highlights an overall continued success in GHG emissions reduction in line with the council's ambitions. The council's 2022/23 emissions represented the lowest council operational emissions during an annual period at that date. Nonetheless, there is a need for continued and ambitious climate action to be pursued for Norwich City Council to reach its 2030 net-zero target.

15. Having successfully reduced emissions over a seventeen-year period, it will become increasingly challenging to continue to reduce carbon emissions each year as more easily achieved measures give way to projects requiring more significant investment.

16. To achieve continued emissions reduction, plans are being progressed to decarbonise heating in the council's buildings, as gas use in buildings continues to be the largest source of council emissions. Continued procurement of 100% green electricity will also be important, alongside plans to increase renewable electricity generation on council buildings through installation of new solar PV capacity to reduce reliance on grid supply. Retiring the existing fossil-fuelled staff fleet vehicles in favour of an increased electric vehicle (EV) fleet will also help to achieve reductions.

17. The forthcoming Climate Action Plan for the Council's General Fund Activity will set out the combination of measures to be taken to achieve the council's net-zero 2030 target.

**Property and Economic Development Implications**

18. There are no direct implications of this report itself but achieving the Council's net-zero 2030 target will have considerable implications on Council operations. A new carbon management plan is being developed as part of the Council's Climate Action Plan.

**Financial and Resources**

19. There are no direct implications of this report itself, but achieving the Council's net-zero target will have considerable financial and resource implications. A new carbon management plan is being developed as part of the Council's Climate Action Plan.

**Legal**

20. NA

**Statutory Considerations**

| **Consideration** | **Details of any implications and proposed measures to address:** |
|---|---|
| Equality and Diversity | NA |
| Health, Social and Economic Impact | NA |
| Crime and Disorder | NA |
| Children and Adults Safeguarding | NA |
| Environmental Impact | This report highlights the council's emissions and illustrate where emissions reductions need to be made. |

**Risk Management**

| **Risk** | **Consequence** | **Controls Required** |
|---|---|---|
| NA | NA | NA |

**Other Options Considered: NA**

**Reasons for the decision/recommendation: NA**

**Background papers: NA**

**Appendices:**

Appendix 1: A table showing the current and previous emissions reporting years, broken down by scope.

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## Appendix 1:

Emissions for the 2022/23 reporting year, and selected previous years for comparison, broken down by scope. 2007/08 represents the baseline year.

| | GHG emissions data for the 2022/23 and 2023/24 financial years and previous | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Global kg of $CO_2e$ | | | | | | | | | | | |
| | **2022/23** | 2021/22 | 2020/21 | 2019/20 | 2018/19 | 2017/18 | 2016/17 | 2015/16 | 2014/15 | 2013/14 | 2012/13 | 2007/08 |
| Scope 1 | 2,049,091 | 2,315,223 | 2,225,456 | 2,546,198 | 2,868,441 | 2,719,707 | 2,599,264 | 2,490,424 | 2,666,097 | 3,089,996 | 3,445,387 | 1,682,048 |
| Scope 2 | 1,479,815 | 1,422,611 | 1,594,476 | 2,060,326 | 2,142,562 | 2,572,790 | 2,623,878 | 3,578,868 | 3,924,258 | 3,204,539 | 3,708,865 | 6,603,828 |
| Scope 3 | 1,492,203 | 1,294,921 | 1,647,871 | 1,866,694 | 2,230,283 | 2,563,956 | 2,677,929 | 2,771,323 | 2,669,831 | 1,948,009 | 1,816,041 | 2,355,434 |
| **Total gross emissions** | **5,021,109** | **5,032,755** | **5,467,804** | **6,473,218** | **7,241,286** | **7,856,452** | **7,901,071** | **8,840,615** | **9,260,186** | **8,242,544** | **8,970,293** | **10,641,310** |
| Carbon offsets | 929,000 | n/a | n/a | 20,177 | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a |
| Green tariff | 591,443 | 1,422,611 | 1,594,476 | 2,060,326 | 2,142,562 | 2,572,790 | 920,543 | - | - | - | - | n/a |
| **Total annual net emissions** | **3,500,665** | **3,610,144** | **3,873,327** | **4,392,715** | **5,098,724** | **5,283,662** | **6,980,528** | **8,840,615** | **9,260,186** | **8,242,544** | **8,970,293** | **10,641,310** |
| **% Change on Previous** | **-3.0%** | **-6.8%** | **-11.8%** | **-13.8%** | **-3.5%** | **-24.3%** | **-21%** | **-4.5%** | **12.3%** | **-8.1%** | **-3.7%** | **N/A** |