



Climate Change and Carbon Management – progress update

Date of meeting 16 December 2022

Date of report 24 November 2022

Report by Chief Executive

1. Object of report

To update the Partnership on recent progress by SPT in relation to climate change and carbon management.

2. Background

Further to the update to the Partnership in March¹, officers continue to progress SPT's approach to climate change, adaptation and carbon management through the internal Climate Change and Carbon Management Group in line with SPT's current Carbon Management Plan and emerging corporate Climate Change and Carbon Management Strategy and Action Plan. This report provides a summary of recent progress and next steps in that regard.

3. Outline of proposals

3.1. SPT Climate Change and Carbon Management Strategy and Action Plan

Further to the update in March, consultancy support was secured for the development of SPT's corporate Climate Change and Carbon Management Strategy. This work will be undertaken over three stages.

The first stage, now complete, included a review of SPT's existing Carbon Management Plan, consideration of the wider policy environment and legislative obligations, and an internal workshop across SPT directorates to understand current workstreams and future plans.

A second stage of work has commenced to establish a strategic framework for the strategy, including a vision and objectives, targets, and the development of the scope and structure for the full strategy. To date, a draft vision and objectives have been prepared, and a policy review, which will help populate the targets, has commenced. The second stage also includes a full rescoping of SPT's emissions boundary and hence its total carbon footprint. This is especially important since it will inform SPT's reporting through the Public Bodies Climate Change Duties² and inform the scope of the Climate Change and Carbon Management Strategy and Action Plan. The second stage is scheduled to complete in early March 2023.

The third stage will include detailed carbon assessment and optioneering, development of the Action Plan, resource/management plan and reporting/monitoring plan. The timescale for the completion of this stage will be

¹ https://www.spt.co.uk/media/t2diaitq/p180322_agenda12.pdf

² <https://www.gov.scot/binaries/content/documents/govscot/publications/advice-and-guidance/2011/02/public-bodies-climate-change-duties-putting-practice-guidance-required-part/documents/0113071-pdf/0113071-pdf/govscot%3Adocument/0113071.pdf>

dependent upon the outcomes from the second stage, in particular the outcomes of the emissions boundary scoping work.

3.2. SPT Climate Change Duties annual reporting for 2021/22

In line with the Public Bodies Climate Change Duties arising as a result of Part 4 of the Climate Change (Scotland) Act 2009, SPT has a duty to report progress annually on reducing its impact on climate change. Since the pilot year of 2014/15, SPT has submitted the required information within deadline to the Scottish Sustainability Network (SSN), the custodian body for reporting, and which is subsequently made publicly available on the SSN website³.

SPT's carbon footprint for 2021/22 was 3,457 tCO₂e⁴, the majority of which came from electricity usage on the Subway, specifically traction for the trains. This is a reduction of just under 6% on the previous year of 2020/21, and a 65% reduction on our baseline year of 2008/09. While acknowledging that this reduction is in some part due to changes made at UK level in the grid emissions factor (the measure by which the amount of carbon generated by electricity is calculated), it shows positive progress and serves as added impetus for SPT to continue to show leadership in reducing carbon use.

It is worth highlighting that from 1 April 2022, through an agreement with our energy supplier (as part of a contract through Procurement Scotland), SPT's energy has been sourced from wholly renewable sources (e.g. windfarm, hydro). This positive and significant move is a key step in SPT's progress and contribution to reducing climate change and carbon impacts.

3.3. Regional Transport Climate Resilience Group (RTCRCG)

Further to the update to the previous Partnership, the next meeting of this group, co-chaired by SPT and Network Rail, and supported by Climate Ready Clyde, is scheduled for 16 December 2022. The key aim of the meeting is to identify key areas of future focus for the group. Members are reminded that the purpose of the group is to support and help deliver the Glasgow City Region Climate Adaptation Strategy and Action Plan, including sharing best practice on climate adaptation in the transport sector and improving coordination of partners' respective climate change strategies. In turn, SPT's engagement in the RTCRCG aims to promote the resilience of the regional transport system and to support its adaptation to the impacts and effects of climate change. Officers will continue to update members on the RTCRCG as progress is made.

3.4. Sustainability in Procurement

Further to the previous report to the Partnership, the Scottish Government is looking to strengthen procurement policy to mandate Climate and Carbon Reduction-orientated questions into the core Single Procurement Document, and also to require Public Bodies to detail all sustainable and carbon reducing solutions realised through tenders within the organisation's Annual Procurement Report. Guidance on the precise timescale for these changes to come into effect is awaited from the Scottish Government. However, to prepare for these alterations and to assist SPT to meet its own aspirations, SPT Standing Orders Relating to Contracts have now been amended to incorporate the new Sustainability requirements which mandate that, where practical, no tender will be advertised unless a sustainable and carbon-reducing solution has been specified. Relevant staff across SPT will be given training and guidance on how to undertake this new approach.

3.5. Electric Vehicle (EV) charging infrastructure

SPT has commenced work on an EV charging infrastructure delivery plan covering SPT's business fleet, staff car parks and Subway park and rides. This work is scheduled to

³ <https://sustainablesotlandnetwork.org/reports/strathclyde-partnership-for-transport-spt>

⁴ Tonnes of carbon dioxide equivalent.

complete in February 2023. At a regional level, officers continue to participate in the Glasgow City Region EV Taskforce, supporting councils in developing a regional, co-ordinated approach to EV charging.

3.6. Solar energy opportunities

SPT has identified a requirement to replace the roof at each side of Buchanan Bus Station. The specification is being developed to incorporate options for a 'green roof' on two sides of the bus station as well as to replace or enhance the existing array of solar panels in situ on the roof. The 'green roof' option will seek to support biodiversity in a city centre location through the installation of a variety of grass, flora and fauna.

4. Conclusion

National climate change targets and the targets set in the development of the new Regional Transport Strategy establish the imperative to take bold action on transport emissions. SPT's workstreams in terms of its emerging new Climate Change and Carbon Management Strategy and Action Plan, how we work with partners, and how we procure goods and services are framed to help deliver towards these targets and ensure we are meeting our commitments to reduce transport and wider emissions. Officers will continue to update members as work progresses.

5. Partnership action

The Partnership is recommended to note the contents of this report.

6. Consequences

Policy consequences	<i>Delivering climate change and adaptation measures in line with RTS policies and targets will help to promote the draft RTS vision and its commitment to reduced emissions.</i>
Legal consequences	<i>None at present</i>
Financial consequences	<i>A Category 2 budget of £200,000 is included in the current year SPT Capital Programme for carbon management.</i>
Personnel consequences	<i>None at present</i>
Equalities consequences	<i>It is essential that transport policies in relation to climate change contribute to the delivery of a Just Transition to achieve a net zero and climate resilient economy that delivers fairness and tackles inequality and injustice.</i>
Risk consequences	<i>None at present</i>
Climate Change, Adaptation & Carbon consequences	<i>The delivery of an effective SPT climate change and carbon management strategy and action plan, positive procurement policies and effective partnership working can help reduce SPT's carbon footprint and wider efforts to reduce emissions.</i>

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