

SPT Net Zero Delivery Group Update

Date of meeting 28 November 2025

Date of report 18 November 2025

Report by Director of Transport Operations

1. Object of report

To update the Committee on:

- (i) developments in relation to SPT's Climate Change and Net Zero Strategy and Climate Resilience and Adaptation Action Plan; and
- (ii) SPT's 2024-2025 Public Bodies Climate Change Duties Report.

2. Background to report

SPT's Climate Change and Net Zero Strategy, approved by the Partnership in 2024¹, set out a dual approach to address both mitigation and adaptation, supporting our statutory commitments including national, regional, and local emission reduction targets. This includes the development of a Net-Zero Action Plan and a Climate Resilience and Adaptation Action Plan² to guide delivery.

SPT's Net-Zero Action Plan sets out targeted measures to reduce emissions across our corporate estate and operations structured around five key delivery themes, aligned to SPT's principal emissions sources. The supporting Net-Zero Pathway outlines the trajectory to achieve zero carbon emissions across Scope 1 and Scope 2 by 2030, and net zero emissions across Scopes 1, 2, and 3 by 2045.

3. Outline of proposals

To support implementation and improve transparency on emissions reduction progress and projects delivered through the Action Plan, governance structures have been strengthened through establishment of the Net Zero Delivery Group. The Group enables coordinated oversight, monitors progress and ensures integration of climate action across operational planning and delivery.

To date the group has taken forward critical work to shape a coherent delivery framework and build a shared understanding of the requirements for Net Zero implementation across all areas of SPT. Below is an update on each of the Delivery Themes being taken forward by the Net Zero Delivery Group.

¹ https://www.spt.co.uk/media/byhjzrp4/p150324_minute.pdf

² https://www.spt.co.uk/media/jg0funve/sp130625_minute.pdf and now available on SPT's website at https://www.spt.co.uk/media/hfrjm40m/spt_climate-resilience-and-adaptation-plan.pdf

3.1 Delivery Theme 1: Buildings and Energy

SPT has demonstrated a slight trend towards decreasing natural gas consumption (Appendix 1, Figure 1) and electricity consumption (Appendix 1, Figure 2) over the last decade. However, a full transition from natural gas coupled with increased electricity efficiency is necessary to reach the interim Net-Zero target of zero Scope 1 and 2 emissions by 2030. The next step in the Net-Zero Action Plan requires building assessment reports (BARs) as a critical enabler. The BAR is designed to assess the current energy performance of our buildings and identify the most effective decarbonisation options. This will provide the granularity required to make strategic decisions about where and how to invest in decarbonisation across our estate to ensure capital is directed where it can have the most impact.

3.2 Delivery Theme 2: Fleet and Infrastructure

This theme is comprised of emissions from both downstream leased assets – SPT's owned and leased buses – and emissions from SPT's business vehicle fleet. The electrification of SPT's business fleet is ongoing, with three diesel vehicles being replaced with electric vehicles (EVs) in 2025 as well as the reduction of the fleet from 19 to 18 vehicles. This progress has resulted in 67% of the business fleet being electric. In addition, installation of charging infrastructure on SPT property for the business fleet is complete.

3.3 Delivery Theme 3: Circular Economy and Resource Optimisation

As part of our commitment to enhancing resource efficiency and minimising waste to promote a circular economy, efforts are ongoing to identify opportunities for further improvement. In 2024, SPT's total recycling rate was 97%, demonstrating significant progress, and we aim to build on this by strengthening collaboration with our waste contractor, ENVA.

SPT Procurement has made great strides in 'greening' purchases and contracts by switching to recycled and recyclable goods, prioritising purchases from local and sustainable businesses, reducing emissions related to deliveries by condensing down to three main drop-off locations, and phasing out purchases of plastic single-use items.

In the long term, we aim to develop a sustainable procurement strategy collaboratively shaped by procurement and policy colleagues. The strategy will further integrate sustainability into procurement practices to help embed environmental considerations into supplier contracts, ensuring sustainability is a core element of all tenders.

3.4 Delivery Theme 4: Sustainable Corporate Mobility

SPT's draft Commuting and Business Travel Plan, developed in partnership with Travelknowhow Scotland, provides the basis to implement the necessary behaviour change elements (information, engagement, facilities, and policies) associated with supporting the decarbonisation of staff commuting and business travel.

The draft plan outlines our approach to reducing the environmental impact of staff commuting and business travel by promoting active and public transport modes. Through a combination of targeted staff initiatives, infrastructure improvements, and incentives, the plan aims to make sustainable travel the natural choice for our staff.

3.5 Delivery Theme 5: Climate Resilience and Adaptation

SPT is increasingly exposed to the impacts of climate change, including more frequent and intense rainfall, rising temperatures, extreme heat events and flooding. These evolving climate pressures present challenges to the integrity and reliability of our physical assets, transport services, and key infrastructure dependencies. In response, we are committed to future-proofing our estate and operations, ensuring they remain resilient and adaptable in a changing climate.

SPT's Climate Resilience and Adaptation Action Plan was presented and accepted by the Partnership on 13 June 2025³. An SPT-branded version of the Plan has been published on the public website and can be found under Supporting Documents on the Climate Change and Net Zero Strategy page⁴. The Flagship Adaptation Actions identified in this Plan have been discussed with Estates staff for integration into planned maintenance and upgrade activities. The first Flagship Adaptation Action to go to tender is an evaluation of, and potential improvements to, drainage at Broomloan Depot Yard related to flood risks at cable pits. This is a step towards enhancing SPT's climate preparedness and delivering our statutory adaptation responsibilities.

Climate action groups

SPT continue to actively participate in Climate Ready Clyde, Sustainable Glasgow and the Public Sector Climate Adaptation Network, all of which are central to driving coordinated action on climate resilience within the region. As valuable platforms for collaboration, engaging in these climate action networks enables SPT to remain informed and up to date on the latest policy developments and emerging risks.

SPT's 2024-2025 Public Bodies Climate Change Duties Report

In line with the Climate Change (Scotland) Act 2009 and subsequent legislation, we are committed to aligning our activities with the requirement to set, monitor and report on emissions reductions. We have established processes for data collection, ensuring accuracy and consistency across SPT's estate. SPT will continue to refine this process, establishing clear data governance, integration of emissions tracking into business-as-usual activities, and regular review of data quality to ensure consistency and accuracy. Submission to Sustainable Scotland Network (SSN) is completed by 30 November annually.

Key items to note within the 2024-2025 PBCCD Report are as follows:

- Energy consumption (natural gas and electricity) has continued a slightly downward trend year-on-year. Since the first official PBCCD Reporting year (2015/16), SPT's consumption of natural gas has reduced by approximately 30% with consumption of electricity reducing approximately 20% over the same period.
- Per guidance from Sustainable Scotland Network⁵, emissions from electricity have been included in Scope 2 using the location-based approach which takes into account the average emissions from the UK-wide grid. Additionally, Scope 2 for 2023-24 has been amended per this guidance in Table 3a. SPT's Scope 2 emissions, when calculated under the market-based approach, are at zero due to SPT's continued participation in a renewable energy tariff.
- The PBCCD Report highlights projects and initiatives undertaken by SPT to reduce carbon emissions and increase sustainability.

4. Committee action

³ https://www.spt.co.uk/media/jg0funve/sp130625_minute.pdf

⁴ <https://www.spt.co.uk/about-us/what-we-are-doing/regional-transport-strategy/climate-change-strategy/>

⁵ <https://sustainablesotlandnetwork.org/ssn-manual/reducing-emissions-13598564-169c-45ca-962c-1b44f016d241/indirect-emissions/electricity>

The Committee is recommended to note the progress made and the contents of this report.

5. Consequences

Policy consequences	<i>SPT’s fulfilment of duty regarding climate change.</i>
Legal consequences	<i>SPT’s fulfilment of duty regarding climate change.</i>
Financial consequences	<i>Not applicable.</i>
Personnel consequences	<i>Not applicable.</i>
Equalities consequences	<i>Not applicable.</i>
Risk consequences	<i>Implementation of SPT’s Climate Resilience and Adaptation Action Plan will reduce risk related to extreme weather and climate-related events.</i>
Climate Change, Adaptation & Carbon consequences	<i>SPT continue to fulfil public bodies duties related to climate change mitigation and adaptation.</i>

Name	Richard Robinson	Name	Valerie Davidson
Title	Director of Transport Operations	Title	Chief Executive

For further information, please contact *Kaelin Priger (Environment Officer)* at Kaelin.Priger@spt.co.uk.

Appendix 1 – SPT’s Historic Annual Energy Consumption

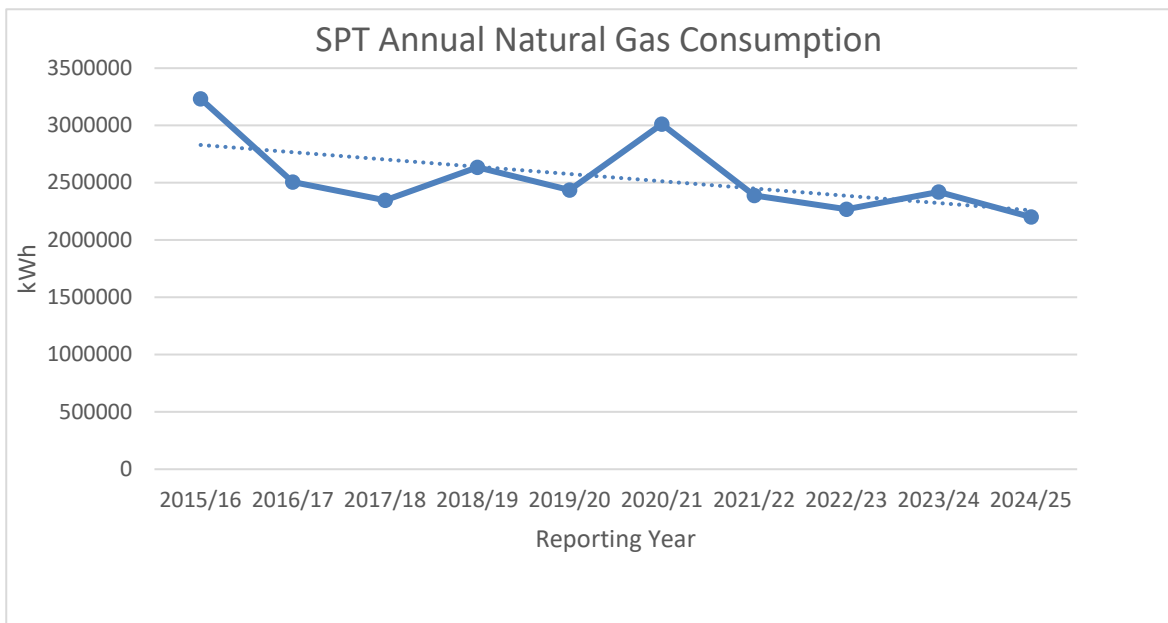


Figure 1 - SPT Annual Natural Gas Consumption (kWh)

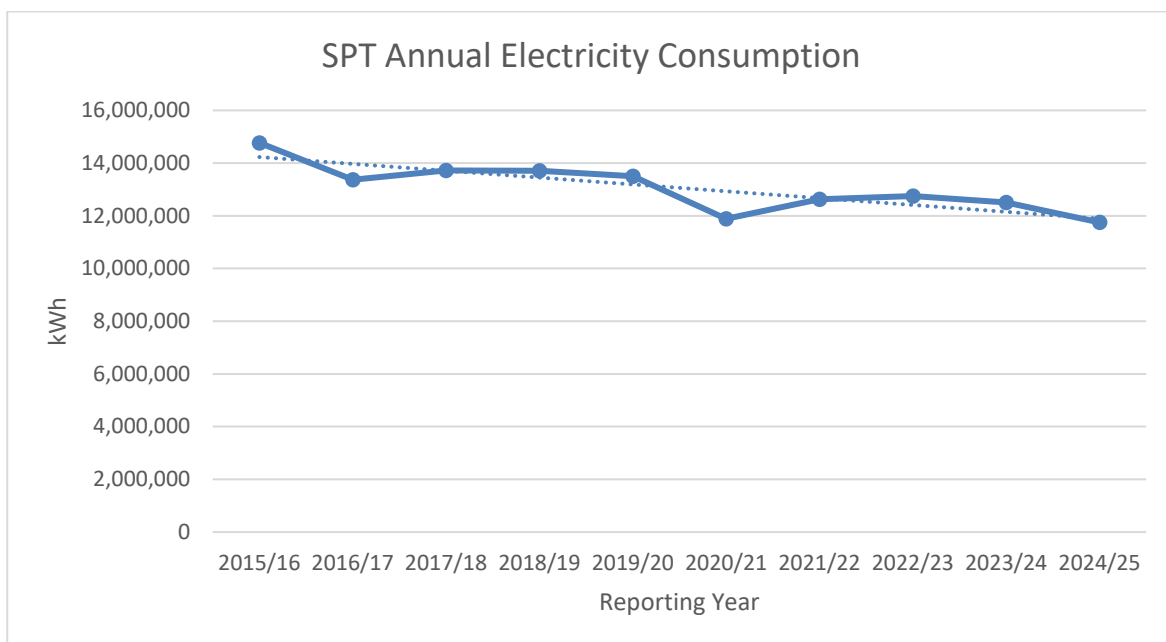


Figure 2 – SPT Annual Electricity Consumption (kWh)