

City of Bradford Metropolitan Council Greenhouse Gas Report 2013

Background

Bradford Council operates a diverse array of public services serving a population of over half a million citizens. The Council is committed to reducing its overall carbon emissions by 40% using 2005 as a baseline year and is also participating in the UK Carbon Reduction Commitment (CRC) - an energy efficiency scheme to reduce emissions from heat and electricity. The focus of the CRC scheme is to reduce carbon emissions. However this report includes other greenhouse gases such as methane and nitrous oxide. These are included in the totals and are expressed as CO₂ equivalents (CO₂e).

Our emissions are listed under 3 scopes;

- **Scope 1** – directly produced emissions
- **Scope 2** – indirectly produced emissions
- **Scope 3** – emissions outside our control but associated with our activities

Our Greenhouse Gas Footprint

In this report we have looked at the emissions associated with activities within our financial control.

Table 1 City of Bradford Metropolitan District Council GHG emissions 2009 - 2012

| | 2009-2010 | 2010-2011 | 2011-2012 | 2012-2013 |
|-------------------------|------------------|------------------|------------------|------------------|
| Scope 1 | Tonnes | Tonnes | Tonnes | Tonnes |
| Fossil fuels | 29,860 | 31,834 | 27,007 | 31,171 |
| Council owned transport | 7,759 | 7,511 | 6,727 | 6,387 |
| Scope 2 | | | | |
| Electricity | 44,657 | 45,104 | 44,015 | 46,014 |
| Scope 3 | | | | |
| Business travel | 2,490 | 1,151 | 1,268 | 1,259 |
| Transmission losses | 3,536 | 3,632 | 3,761 | 3,635 |
| Total | 88,302 | 89,233 | 82,779 | 88,466 |

Emissions released directly through fossil fuel combustion such as motor vehicles or boilers are shown under Scope 1. Indirect emissions released by generating electricity are listed under Scope 2. Business travel is a significant release of emissions which includes rail and air travel as well as travel in private vehicles owned by staff. Because the assets are not owned by the Council these emissions are listed under Scope 3.

What haven't we reported?

This report does not include fugitive emissions from air conditioning units or refrigeration units due to a lack of data. Similarly data was unavailable for emissions from waste processing activities carried out by the Council, but we have included those emissions from Council operated waste transport activity. Although schools manage their own budgets, we have included their scope 1 and 2 emissions from all Bradford schools except those outside the influence of the authority which include free schools and academies. There are some discretionary (Scope 3) emissions that have been left out of this report. These are;

- Emissions arising from our supply chain of goods and materials,
- From staff commuting to their workplace,
- Domestic energy used by staff working at home

What's new?

Some of the factors (the intensity values for each unit of fuel or activity) have changed for things like electricity and air travel. The Department for Energy and Climate Change asked the Council to back date the calculations so our electricity emissions will appear to be different to our earlier reports covering the same years. There's also an extra line reporting the carbon emissions for electricity transmission losses to our sites and buildings across the district - these are under scope 3 since we have no direct control over the grid. Some changes to reported gas and electricity consumption have also been altered from previous years (See Table 2).

Why have our emissions changed?

We have seen a gradual phasing out of more the 'dirtier' heating fuels such as coal and gas oil in favour of gas boilers which has had the effect of marginally reducing our emissions. Our fleet transport has seen a continual decline in emissions. The reasons for this are not clear

however more efficient vehicles, new technologies and driver training were all in place throughout the reporting period. Our natural gas emissions have seen a rise over the past few years replacing dirtier fuels however the emissions reported in the 2012 – 2013 period have been driven up by the longer colder winter than the previous year. Though winter 2011-2012 was relatively mild, the winter of 2012 – 2013 was an average of 2.5 degrees per day colder. There was also an increase of 31 per cent in the number of degree days during winter 2011 – 2012 compared with winter 2012 – 2013 (DECC, 2013).

There have also been some revised estimates for previous years. The changes to these are detailed below. The figures in Table 1 were revised to account for these updates and give a more accurate report.

Table 2 Showing change in level of emissions due to revised reporting estimates for gas and electricity (Source CBMDC CRC report).

| | 2010 - 2011 | 2011 – 2012 | 2010- 2011 | 2011 - 2012 |
|--------------------|--------------------|--------------------|-------------------|--------------------|
| Tonnes CO2e | Under reported | | Over reported | |
| Gas | - | 509 | - | - |
| Electric | 727 | - | - | 832 |