

Barking & Dagenham Partnership

NI 185 – CO2 reduction from Local Authority operations

Responsible Owner

Sue Lees – Divisional Director Strategy Asset Management and Capital Delivery

National Indicator Rationale

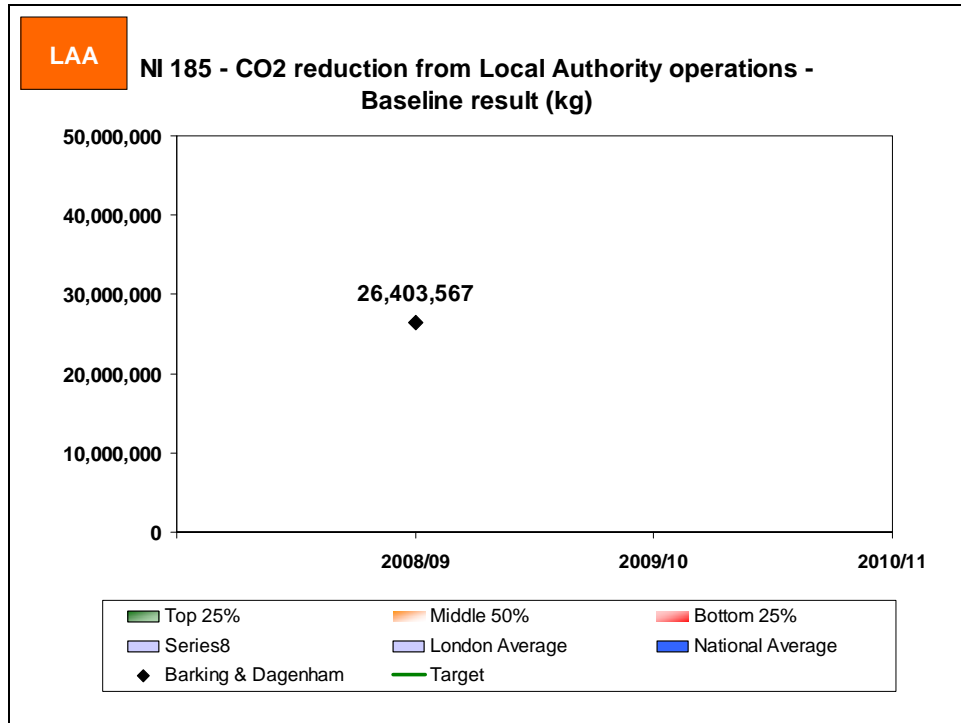
The aim of this indicator is to measure the progress of local authorities to reduce CO2 emissions from the relevant buildings and transport used to deliver its functions and to encourage them to demonstrate leadership on tackling climate change.

Measurement against this indicator will require each LA to calculate their CO2 emissions from analysis of the energy and fuel use in their relevant buildings and transport, including where these services have been outsourced. The Carbon Trust currently provides support to LAs to guide them through the process of calculating carbon footprints and to help them develop carbon reduction plans.

CO2 emissions: is the total amount of direct and indirect CO2 emitted as a result of LA operations.

- Direct emissions are emissions from sources that are owned or controlled by the local authority e.g. emissions from the combustion in owned or controlled boilers and vehicles.
- Indirect emissions are emissions that are a consequence of the activities of the local authority, but occur at sources owned or controlled by another entity e.g. emissions from consumption of purchased electricity or heat, transport related activities in vehicles not owned or controlled by the local authority and outsourced activities.

LA Operations: The delivery of the relevant functions of a Local Authority which result (either directly or indirectly) in the emissions of CO2 into the atmosphere. Functions of an authority covers all their own operations and outsourced services. Even if the services are being provided by an external body (e.g. a private company) they remain the function of the authority. This is to include schools, but exclude social housing.



Current Performance Commentary

2008/9 was the first year of measurement and formed the baseline figure for subsequent years' reduction targets. A total of 26,403.6 tonnes of CO2 was reported. The reduction target for 2009/10 is still under negotiation with GOL but is likely to be between 4% and 6%.

Collection of the various sources is below:

1. Energy use from statics

Energy bills for all council buildings are recorded on the Systemslink IT system which stores electricity, gas and oil data. Reports are generated to show usage figures for all buildings.

[systemslinkreportelectricityfinal.xls](#)

[systemslinkreportgasfinal.xls](#)

[systemslinkreportoilfinal.xls](#)

2. Energy use from non statics

Fleet usage is supplied directly from Fleet Management and is based upon vehicle type and litres of fuel used. This is supplied from Peter Jackman.

[Desktop\NI185\Client fuel used 08-09.xls](#)

Car mileage for staff is supplied from HR using the number of miles claimed by staff under the staff car use scheme.

[Desktop\NI185\08-09 Car mileage amounts.xls](#)

Air travel is supplied from returns by staff claiming for airfares and is coordinated by Mary Golletz.

[Desktop\NI185\Flight miles.doc](#)

Public transport is supplied from HR using a report generated from the financial IT system Oracle.

[Public Transport Expenditure.xls](#)

Current Performance Commentary continued...

3. Contractor energy returns

These returns are collected by a contractor, Trucost, using a methodology approved by The Audit Commission.

[Appendix 1. Trucost Methodology Overview.pdf](#)

[Official line from Audit Commission.htm](#)

Key Issues:

Specific reasons for underperformance, including equalities / area issues where relevant

1. Collection of data is complicated by existing financial procedures. For example, no procedure exists to record number of miles claimed by rail or tube as the system is a pure financial cost reimbursement system. Although these systems have been approved by The Audit Commission, more robust accounting would be beneficial.
2. Energy bills for council buildings are currently supplied by multiple contractors with different billing periods. This results in estimated amounts being entered into the indicator. The Audit Commission have requested that actual not estimated bills be used. Billing addresses do not match site addresses; this is being reviewed as multiple asset databases need to be reconciled.
3. Resources are lacking at present, a review is being under taken to establish the correct resource level required.

Key Projects:

Areas of current /planned projects should focus on reasons for underperformance and link to the Key Issues listed above

Key Issue No.	Project Title	Key Milestones / Date	Project Lead	Project Details
1	<i>Data Collection</i>	31/03/10	Clive Bennett	HR & Oracle procedures to be reviewed to ensure data quality.
2	<i>Multiple Energy suppliers</i>	31/03/10	Jim Holland	One energy supplier contracted on a flexible procurement plan as from October 09
3	<i>Resources</i>	31/03/10	Clive Bennett	Resource matching is taking place, recruitment should complete by March 10

Key Risks:

Risks may relate to specific projects or to performance in general

- Existing financial systems do not allow for accurate recording of mileage by public transport including rail and air travel.
- Guidance for collection is complicated and open to misinterpretation.
- Defra spreadsheet not entirely accurate, reporting errors discovered.
- Under resources may threaten delivery within timescale.
- Culture change throughout authority may not match timescales of deliverables.

Actions for Improvement (To be used for Quarterly Reporting):

Plans for further interventions must be robust and show clear prospects for improving performance

- Energy to be provided by one contractor using one system with automatic billing.
- Indicator now the responsibility of one team.
- Green Champions to be instigated and rolled out.
- Key energy saving projects to be identified.
- Automatic meter reading will reduce reliance on estimated bills.
- Targets set for improvements and agreed.