Carbon Footprint

2020 comparison with 2019 baseline

BOSTON BOROUGH COUNCIL

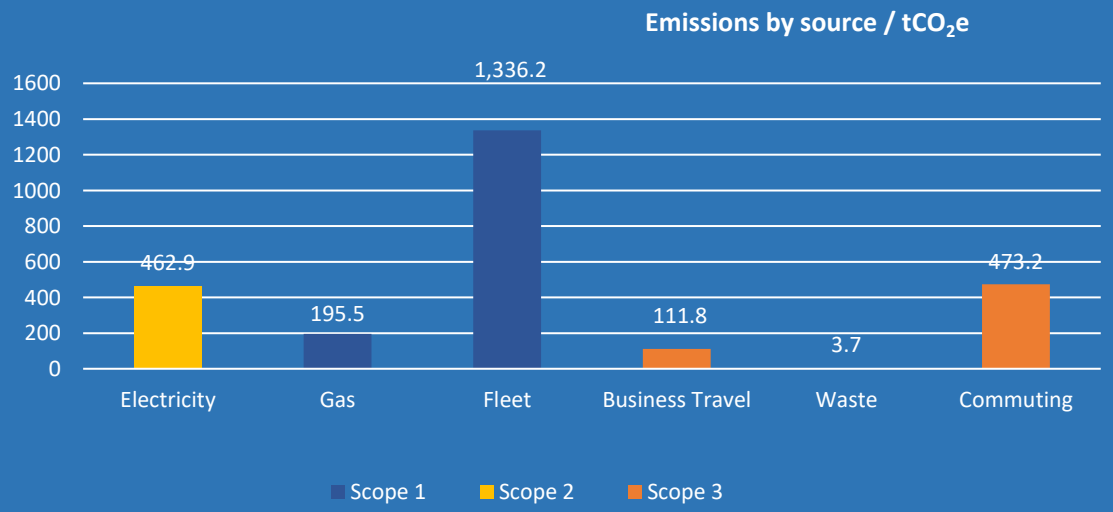
East Lindsey DISTRICT COUNCIL

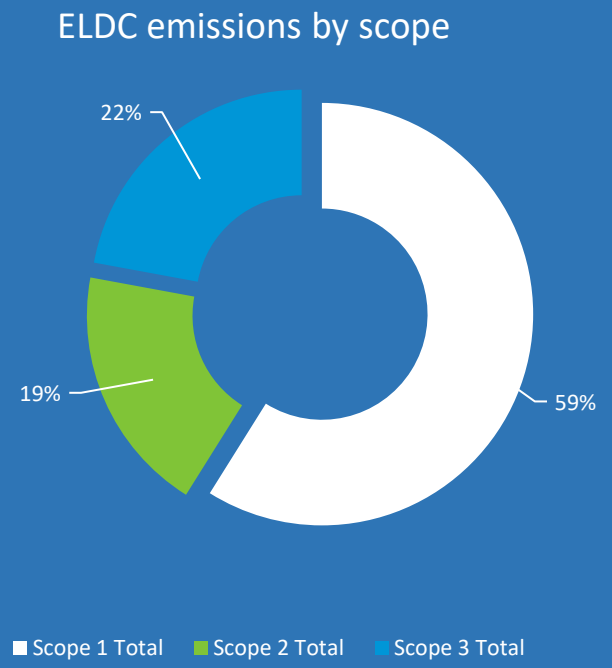
served by One Team

Carbon footprint overview - 2019

East Lindsey District Council's carbon footprint for the calendar year 2019 was calculated to be **2,583 tCO_2e.** Six emissions categories make up this total carbon footprint:

1. **Fuel consumption** in the Council's fleet (1,336 tCO_2e)
2. **Gas consumption** in buildings (196 tCO_2e)
3. **Electricity consumption** in buildings (463 tCO_2e)
4. **Employee commuting** (473 tCO_2e)
5. **Business travel** (112 tCO_2e)
6. **Waste emissions** (4 tCO_2e)



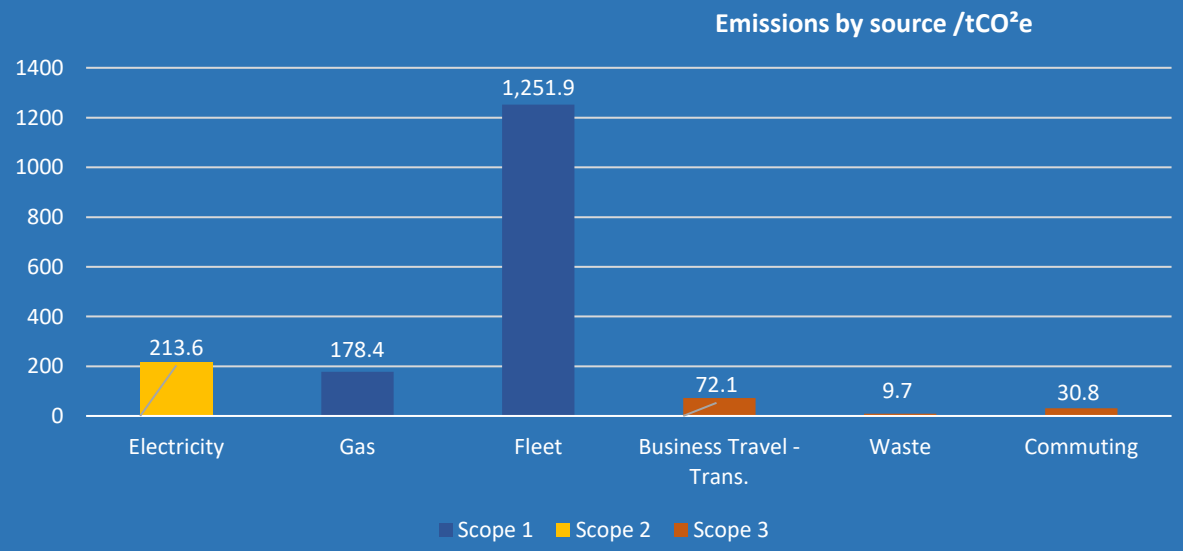


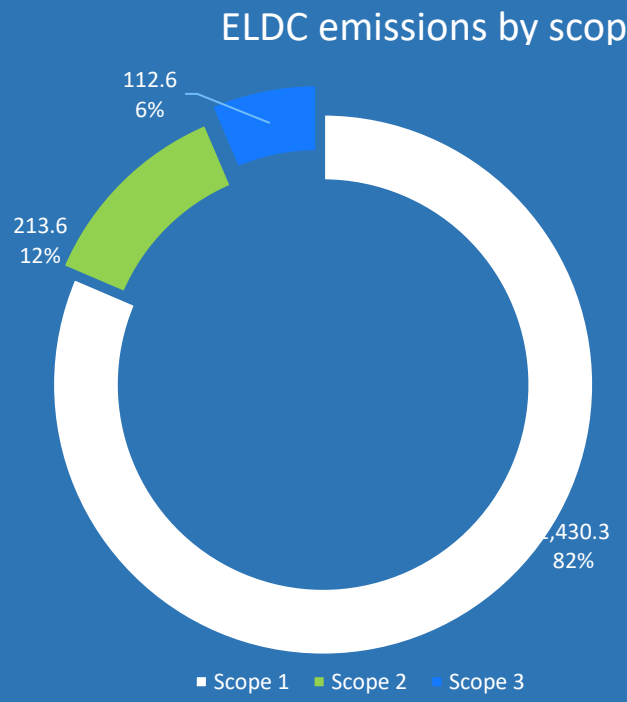
- The carbon reduction target set by the Council contains all of the stated emission categories here, including selected scope 3 emissions (business travel, waste and commuting) from sources outside of the Council's direct operational control.
- These Scope 3 emissions make up 22% of the total footprint. The Council will therefore have to integrate carbon management in its interactions with contractors, employees and operators to achieve its decarbonisation targets, as well as focusing on the assets under their operational control.

Carbon footprint overview - 2020

East Lindsey District Council's carbon footprint for the calendar year 2020 was calculated to be **1,756.5 tCO_2e.** Six emissions categories make up this total carbon footprint

1. **Fuel consumption** in the Council's fleet (1,252 tCO_2e) (DOWN 32%)
2. **Gas consumption** in buildings (178 tCO_2e) (DOWN 8.7%)
3. **Electricity consumption** in buildings (214 tCO_2e) (DOWN 54%)
4. **Employee commuting** (31 tCO_2e) (DOWN 93%)
5. **Business travel** (72 tCO_2e) (DOWN 35.5%)
6. **Waste emissions** (10 tCO_2e) (UP 162%)





- More accurate waste data has been provided by BIFFA for 2020 which has resulted in a higher but more accurate emissions figure.
- Some sites have been removed from the 2020 footprint because they have now become leased assets or redundant sites. Kingfisher Caravan Site Office for example is now the responsibility of Invest East Lindsey. Similarly there have been a few small additions to the footprint.
- Data was not available for electricity consumption at Louth Bus Station and Princes Parade Depot sites and therefore 2019 figures were included in the 2020 footprint to allow a like for like comparison.
- Assumptions have been made around commuting based on Tedder Hall access data for 2020.

Carbon footprint Analysis

- Overall emissions have gone down considerably from **2,583 tCO_2e** in 2019 to **1,756.5 tCO_2e in 2020. This is an overall percentage reduction of 32%.**
- Every category of emissions considered have decreased from 2019 except for Waste. This increase from 3.7 tCO2e in 2019 to 9.7 tCO2e in 2020 but is thought to be due to the provision of more accurate data from BIFFA rather than being indicative of a true increase.
- COVID has undoubtedly had a large impact on the footprint for 2020 particularly in relation to Business Travel and Employee Commuting with both figures going down considerably due to many staff working from home and attending meetings via Teams rather than in person. The 2020 footprint has recorded a 35.5 % decrease in Business Travel and a 93% decrease in Commuter Travel respectively.
- Electricity emissions have gone down considerably from 463 tCO2e in 2019 to 214 tCO2e in 2020 which is a 54% decrease.
- In 2020 Scope 1 emissions (Gas & Fleet) made up 82 % of the Council's overall footprint, growing from 59% in 2019. The vast majority of these emissions were from Fleet, highlighting the importance of looking into low emission options to replace our vehicles if we are to meet our targets for net zero over the coming years. Both Gas and Fleet emissions have been reduced by a small amount between 2019 and 2020. Gas emissions were reduced by 8.7% in 2020 and Fleet emissions were reduced by 6.3 % respectively.
- Please note that the methodology for Carbon Footprinting is continuously evolving and it is likely that the 2021 footprint will need to include upstream scope 3 emissions which have not been considered thus far. These are emissions that arise from the production, refining and transport of the considered activities giving a truer picture of their impact.