

Scottish Environment LINK

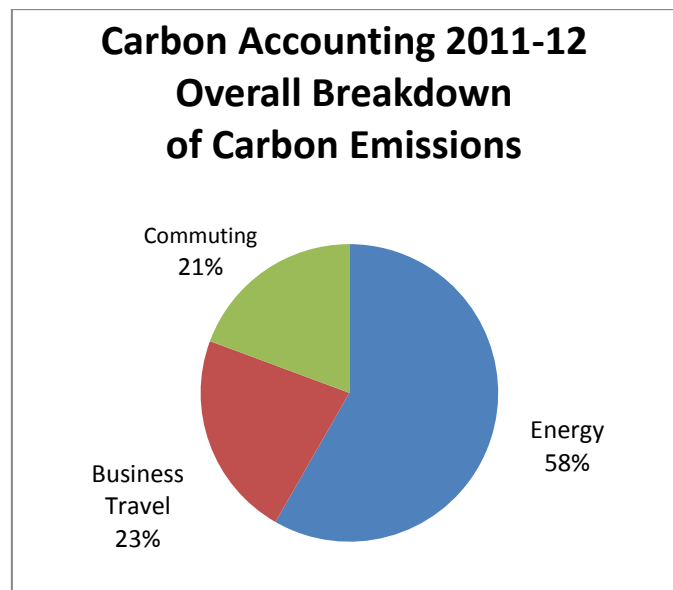
Carbon Management Report 2011-12

Management summary

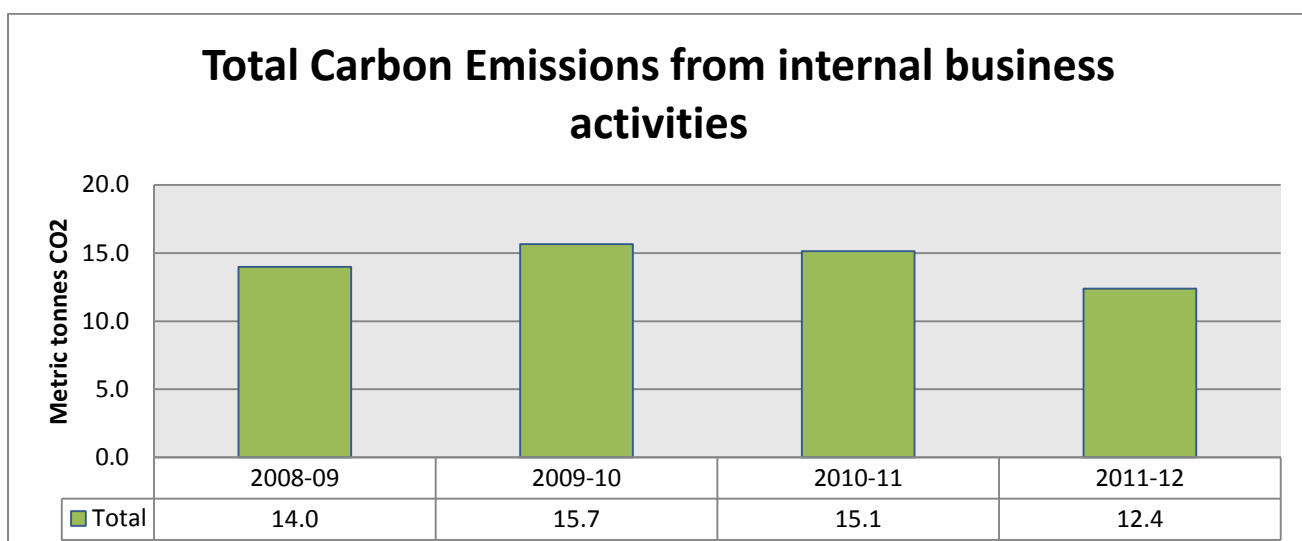
This is the fourth published Carbon Accounts report from LINK.

The scope of this year's report is the same as last year: Energy emissions for both offices (Perth and Edinburgh); Travel (both Business and Commuting) for all employees, including Marine project staff; and waste and recycling from Perth office.

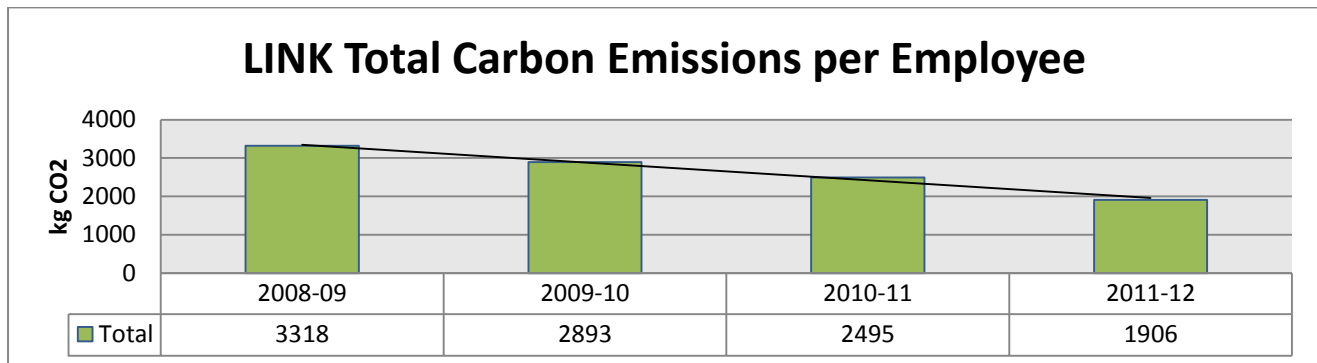
For 2012-13 we will also measure waste and recycling in Edinburgh office.



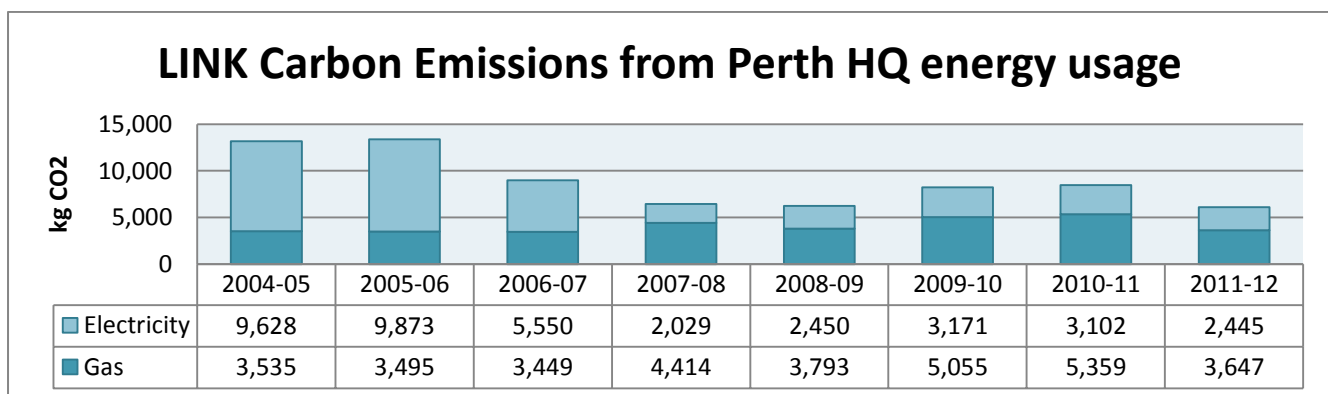
Excluding travel generated by LINK for Board and membership meetings (which was not fully measured this year), during 2011-12 LINK emitted 12.4 metric tonnes of carbon from business activities. This is a considerable decrease compared with 2010-11 and the lowest figure since we began measurements.



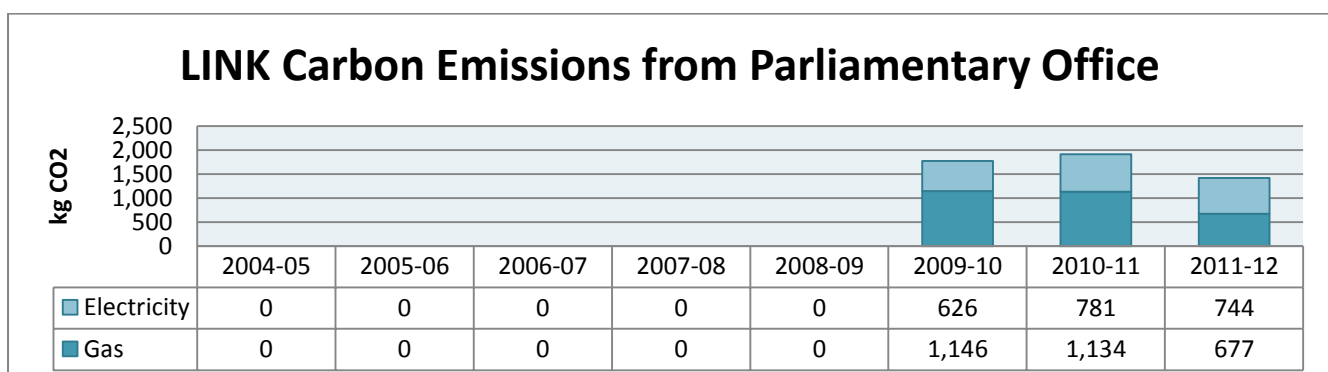
In 2011-12 our average carbon emissions per (fte) employee (including emissions due to commuting to work) continued to fall. Since 2008, this measure has fallen by 42%. Excluding commuting to work, we have achieved a 35% reduction. Some of this reduction is achieved by using our office space more efficiently by hosting a Community Energy Scotland employee in Perth.



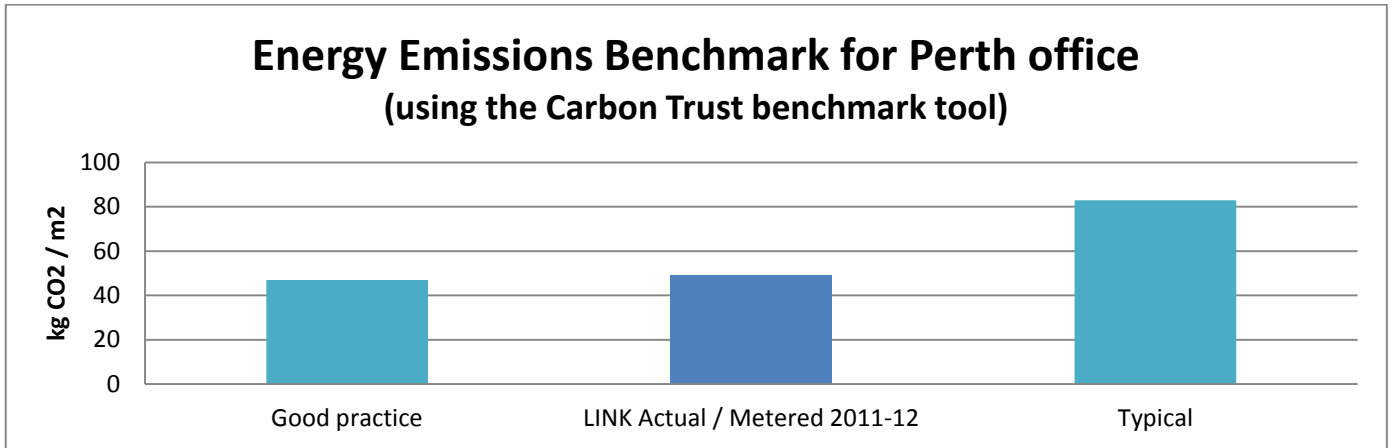
Over the last year, 58% of our carbon emissions were generated by energy usage in our two offices, and 83% of that was from Perth HQ. In both offices, due mainly to the much milder winter, our gas usage fell considerably. In Perth, our usage of electricity also fell, due to the replacement in October of our two older servers by a single server.



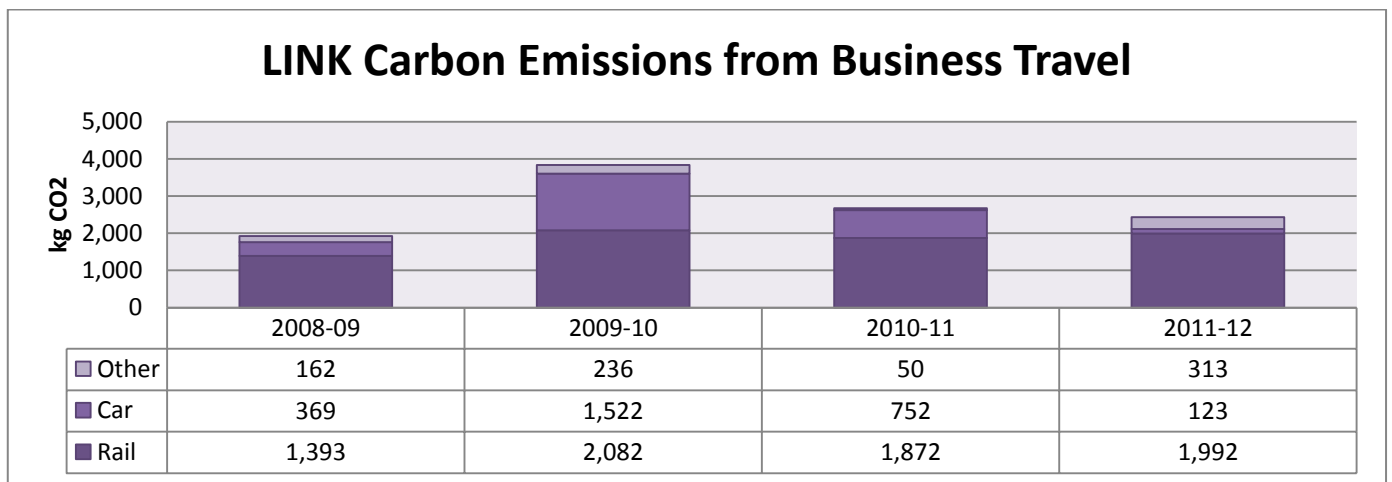
The carbon emissions in our Edinburgh Parliamentary office, sublet and shared with APRS, are apportioned according to usage: 43% (of office space) for gas heating, and 67% (of employee office hours) for electricity consumption.



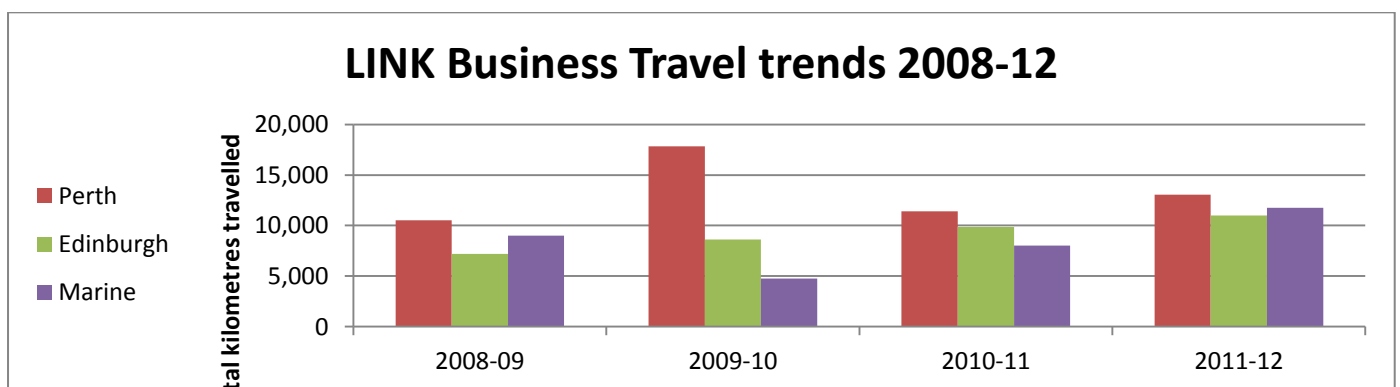
We continue to benchmark our Perth office performance against best practice for a typical office of the same size, using the benchmark tool from the Carbon Trust. This year we are very close to best practice: a good performance considering the limitations of an old building with no wall insulation.



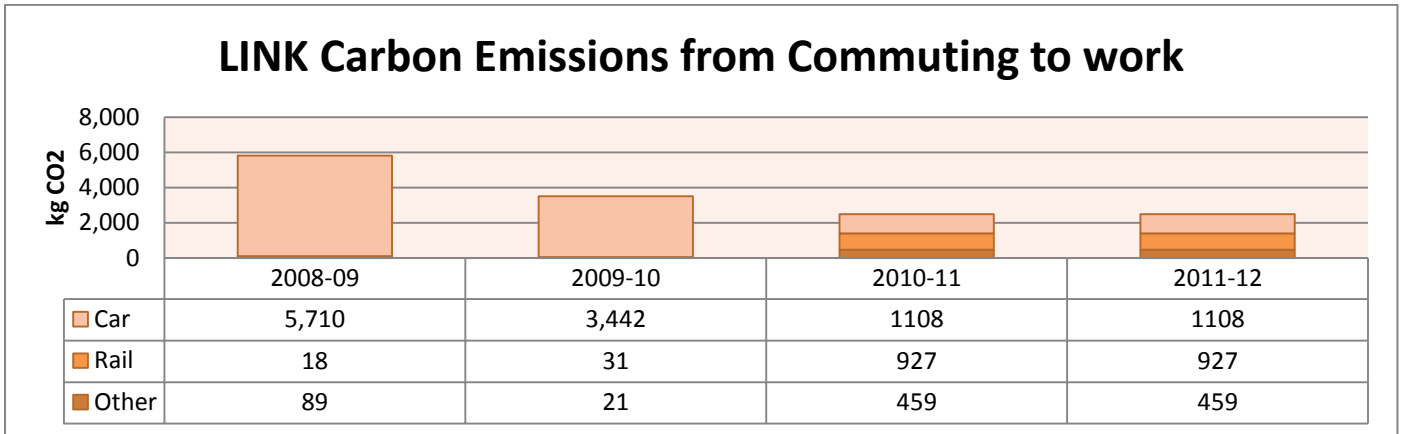
LINK carbon emissions from business travel rose by 17% year-on-year.



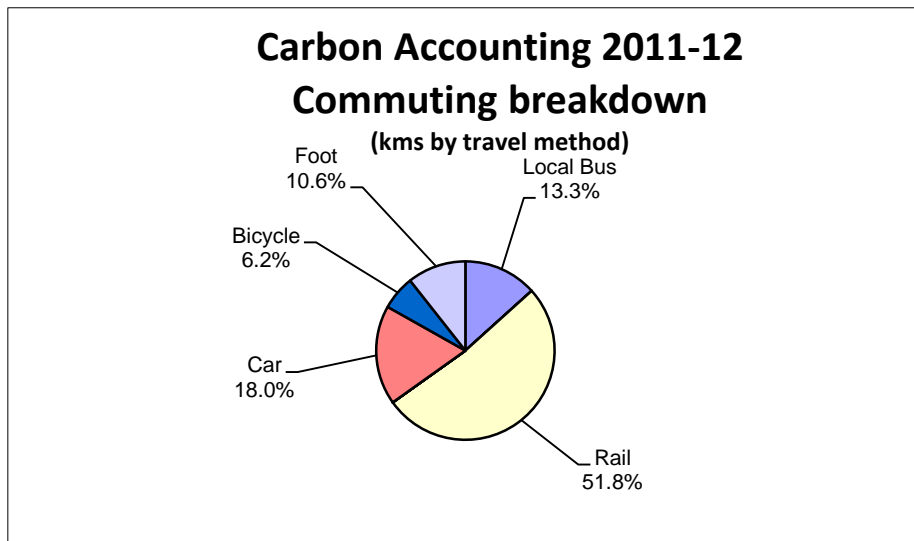
With the exception of a large 'blip' in 2009-10 travel by Perth staff, there is still an overall rising trend in business travel by staff.



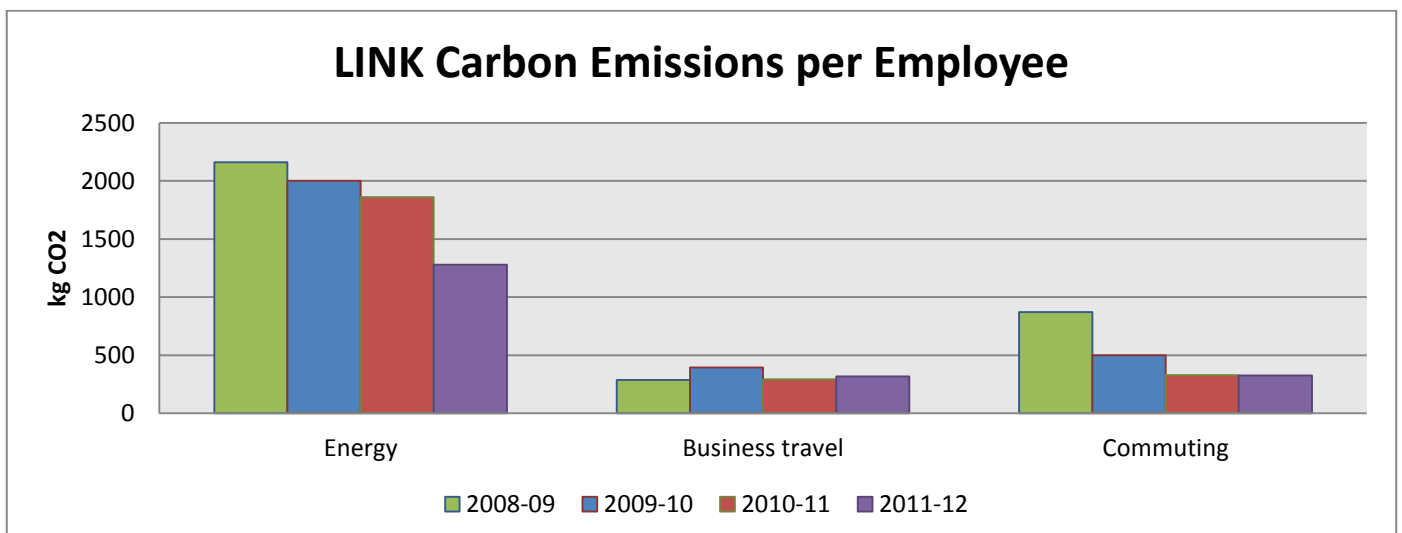
Carbon emissions due to staff commutes to work remains the same as last year.



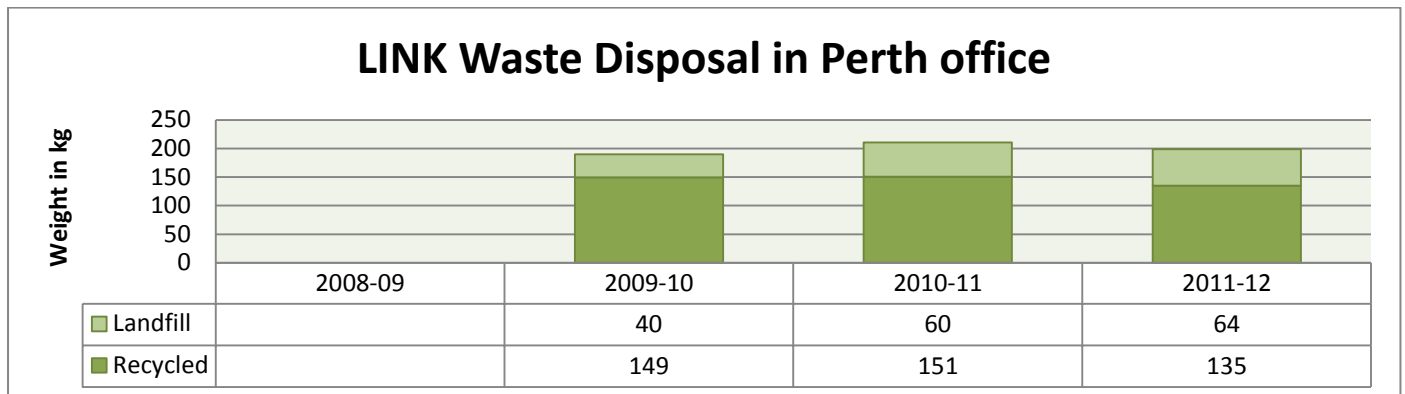
All but 3 employees walk or cycle to work.



With the exception of business travel, overall carbon emission trends per (fte) employee continue to be good.



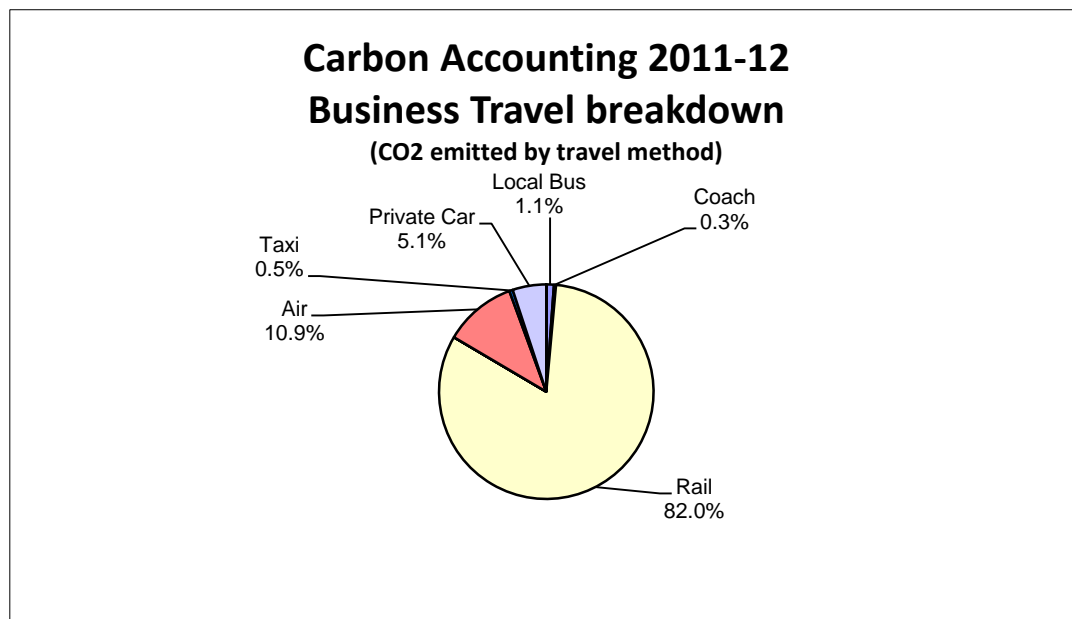
Total landfill and recycled waste generated in our Perth office fell slightly in the last 12 months. Landfill waste grew slightly, probably because our meeting room is being used more frequently by members and other charities.



Targeting further reductions in 2012-13

The only area where carbon emissions reductions are fully within LINK management control is on business travel. The company has a policy of using public transport wherever possible, with car use as a rare exception.

We will implement a more robust process for measuring Board and membership travel to LINK meetings in 2012-13. We will continue to minimise the use of cars, and encourage Board and LINK meeting attendees to use public transport or car share wherever possible.



We will trial the use of web-based video conferencing for some internal meetings, such as Staff Team meetings, as a possible way to reduce our business travel in future.

Detailed carbon accounts breakdown

Scottish Environment LINK - Carbon Accounting									
2011-12 Carbon Emissions - Detailed Summary									
Category		Unit of measure	Office / Project				Conv factor	Total kg CO2	
			Perth *	Edinburgh	Marine	TOTAL			
Energy	Gas	kWh	17,706	3,289	n/a	20,995	0.206	4,325	
	Electricity	kWh	4,552	1,386	n/a	5,938	0.53702	3,189	
Energy	TOTAL	kWh	22,258	4,675	n/a	26,933		7,514	
Business travel	Local Bus	km	30	10	200	240	0.1158	28	
	Coach	km	118	0	138	256	0.029	7	
	Rail	km	12,320	9,429	11,336	33,086	0.0602	1,992	
	Tram	km	0	0	0	0	0.078	0	
	Ferry	km	0	0	0	0	0.1152	0	
	Air	km	0	1,512	0	1,512	0.1753	265	
	Taxi	km	40	30	10	80	0.1593	13	
	Black cab	km	0	0	0	0	0.172	0	
	Car (petrol)	km	515	0	80	595	0.207	123	
	Car (diesel)	km	0	0	0	0	0.1979	0	
	Bicycle	km	14	0	0	14	0	0	
Foot	km	0	0	0	0	0	0		
Business travel	TOTAL	km	13,038	10,981	11,764	35,783		2,428	
Commuting	Local Bus	km	0	0	3,960	3,960	0.1158	459	
	Coach	km	0	0	0	0	0.029	0	
	Rail	km	0	0	15,400	15,400	0.0602	927	
	Tram	km	0	0	0	0	0.078	0	
	Taxi	km	0	0	0	0	0.1593	0	
	Black cab	km	0	0	0	0	0.172	0	
	Car (petrol)	km	5,350	0	0	5,350	0.207	1,108	
	Car (diesel)	km	0	0	0	0	0.1979	0	
	Bicycle	km	1,848	0	0	1,848	0	0	
Foot	km	924	2,235	0	3,159	0	0		
Commuting	TOTAL	km	5,350	0	19,360	24,710		2,493	
Recycled waste	Paper	kg	99	n/a	n/a	99			
	Cardboard	kg	24	n/a	n/a	24			
	Plastic	kg	6	n/a	n/a	6			
	Glass	kg	5	n/a	n/a	5			
	Metal	kg	1	n/a	n/a	1			
	TOTAL	kg	135	n/a	n/a	135			
Landfill waste	TOTAL	kg	64	n/a	n/a	64			
TOTAL								12,435	