

TRANSPORT FOR LONDON

SAFETY, HEALTH AND ENVIRONMENT ASSURANCE COMMITTEE

SUBJECT: CARBON FOOTPRINTING

DATE: 6 MARCH 2012

1 PURPOSE AND DECISION REQUIRED

- 1.1 The Committee considered a paper on carbon footprinting at its meeting on 1 December 2010. This proposed that carbon footprint analysis continued to take place for projects that are likely to make a material difference to TfL's two million tonnes per year of CO₂ emissions. This paper provides updates on progress.
- 1.2 The Committee is asked to note the paper.

2 BACKGROUND

- 2.1 The Mayor's Climate Change Mitigation and Energy Strategy (CCMES) was published in late 2011. This aims to set an example to the rest of the public sector on reducing CO₂ emissions. Accordingly, the Mayor continues to work with the GLA to improve how carbon is taken into account in internal decision making. This includes how CO₂ and wider environmental impacts are assessed as part of investment decisions on major capital projects (CCMES Action 13.4 refers).
- 2.2 The CCMES also states that the GLA and its functional bodies will continue to lead the way in public sector reporting of CO₂ emissions and setting targets to reduce them (CCMES Actions 13.1 and 2 refer).

3 PROGRESS ON CARBON ACCOUNTING IN TFL PROJECTS

Forum for the Future Work

- 3.1 In early 2011, TfL worked with the sustainability specialists Forum for the Future (F4tF) to develop its approach to carbon footprinting. F4tF helped TfL to determine which ways of obtaining and using carbon related information can be most useful, including for Scope 3 (embodied and supply chain) emissions. They advised that accounting for carbon in decision making and projects is an important factor in footprinting and reduction of CO₂ emissions.

Review of Carbon Accounting in TfL

- 3.2 TfL has existing requirements for assessing potential energy use and CO₂ reduction as part of business plan and project approval processes. The TfL HSE team and Investment Programme Management Office reviewed these business processes, such as the business case mechanism, procurement and gateway financial approvals, to understand how the management of CO₂ emissions is weighted and handled in projects and programmes.

- 3.3 The London Underground construction work at Bond Street station was used as an example to examine what requirements TfL had set out in the procurement process and understand what the contractors would normally expect to be delivering on other similar projects.
- 3.4 The review found that while there are some pockets of best practice, such as the Energy Demand Assessment carried out by the Emirates Air Line Cable Car project, it is important for TfL to ensure that its current requirements for CO₂ accounting in projects are being consistently delivered.
- 3.5 It is also important to review the whole life cost and carbon element of an investment as this can bring a number of benefits over the longer term. However, business cases, in line with the Department for Transport's (DfT) Transport Appraisal (commonly known as web tag), are structured around transport benefits and there is a risk that the importance of carbon reduction gets overshadowed.

The LU Project Management Framework

- 3.6 With a view to ensuring consistency in delivery of carbon accounting, TfL has introduced a requirement for Energy Demand Assessments in projects worth over £1m in the London Underground Project Management Framework. Project Horizon work, now in progress to move to one project management system right across TfL, will ensure this good practice is progressively applied across TfL.

Independent Investment Programme Advisory Group (IIPAG) Input

- 3.7 In late 2011, the IIPAG requested a briefing on CO₂ reduction goals and requirements and how the IIPAG can assist in ensuring that these are delivered.
- 3.8 The briefing to the IIPAG committed to detailed improvement work on TfL's investment planning and delivery process during 2012. This work will ensure that CO₂ reduction and assessment requirements continue to be aligned with Mayoral policy and embedded as appropriate across all processes with appropriate guidance materials for staff involved in the investment decision gateway process.

4 CONCLUSIONS

- 4.1 Good progress has been made in applying carbon footprinting best practice techniques to some of TfL's significant projects.
- 4.2 Further work is in progress and is planned to apply embed these best practice techniques in all relevant TfL business processes and apply them consistently to all projects.

5 RECOMMENDATION

- 5.1 The Committee is asked to NOTE the good progress being made and the further work planned.

6 CONTACT

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