

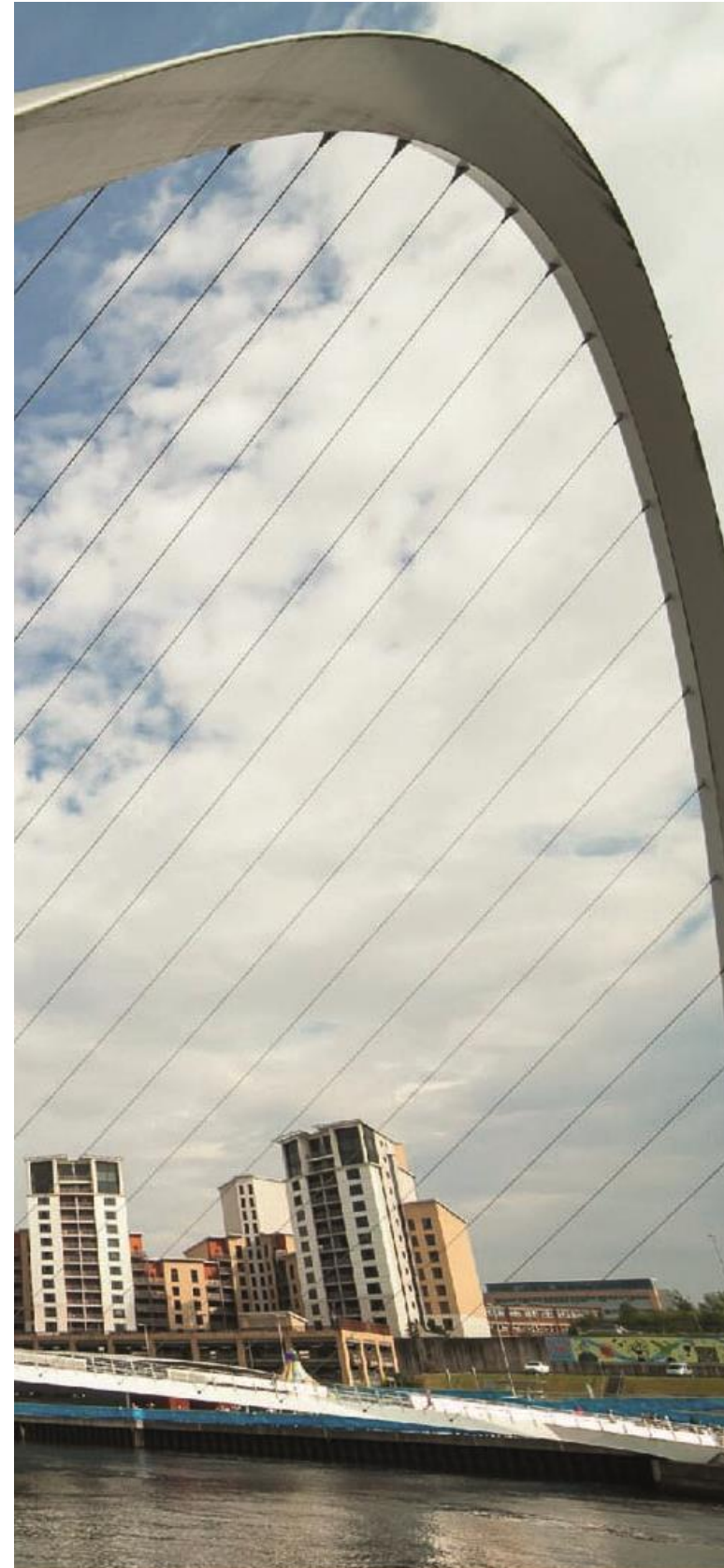
**GO  
ZERO!**  
NEWCASTLE



**Scope 3  
Emissions**  
by Rachel Somerville

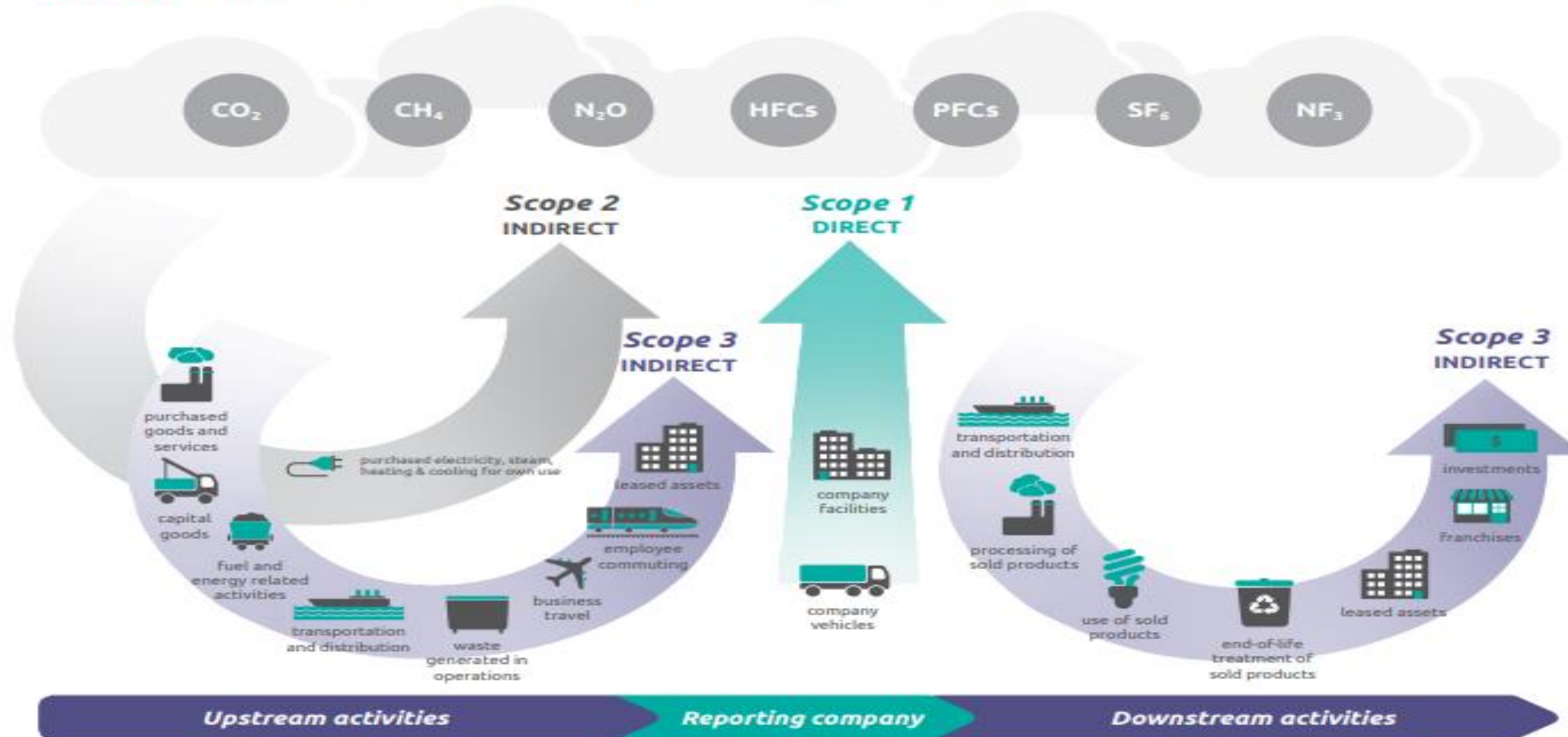
## Agenda:

1. What is scope 3?
2. Why should we report scope 3?
3. Our Net Zero target
4. Our reporting to date
5. Progress at Newcastle
6. A focus on the data
7. Improvements
8. What we are going to with the data?



# What is scope 3?

Figure [1] Overview of GHG Protocol scopes and emissions across the value chain



Source: Figure 1.1 of *Scope 3 Standard*.

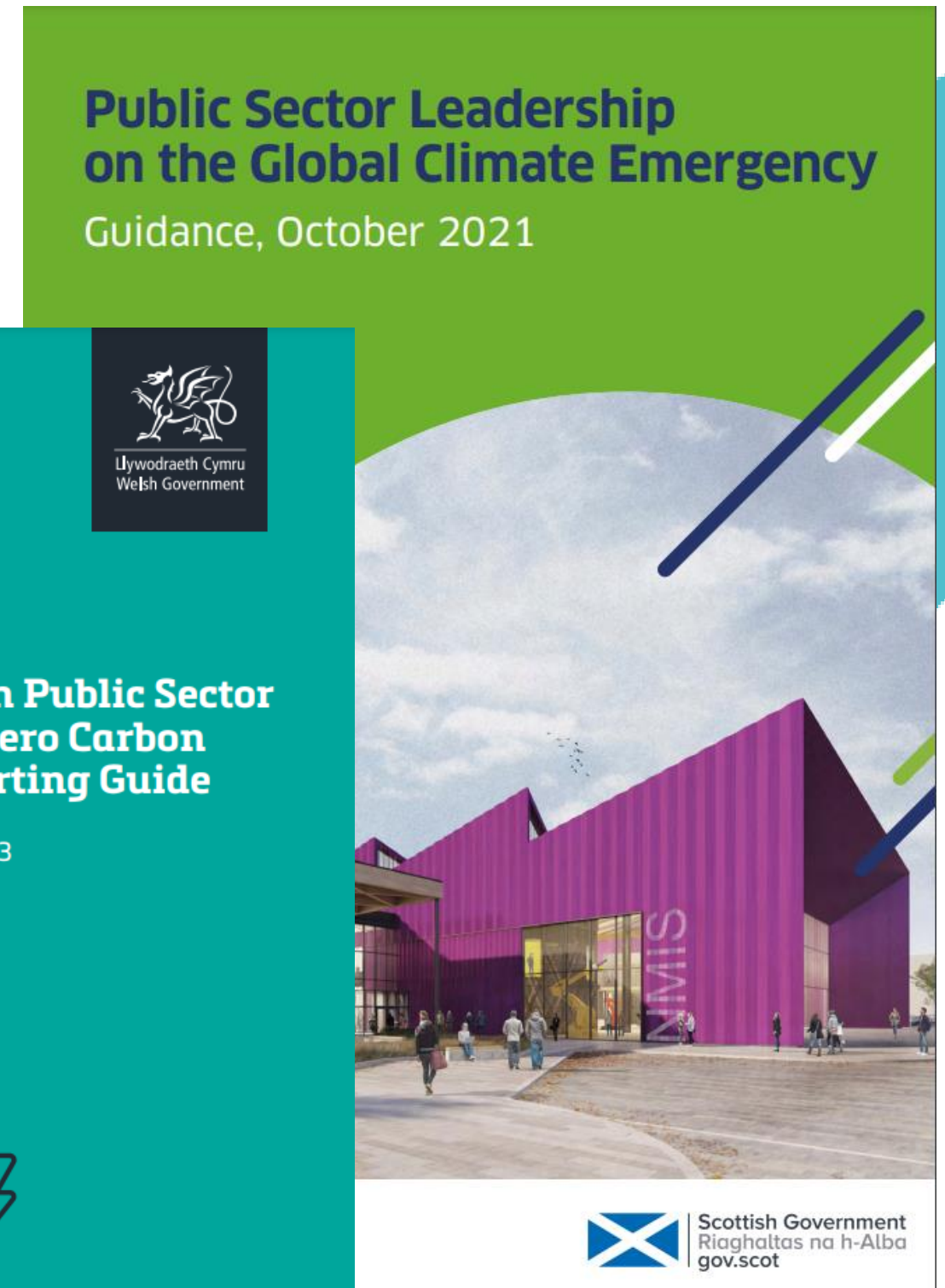
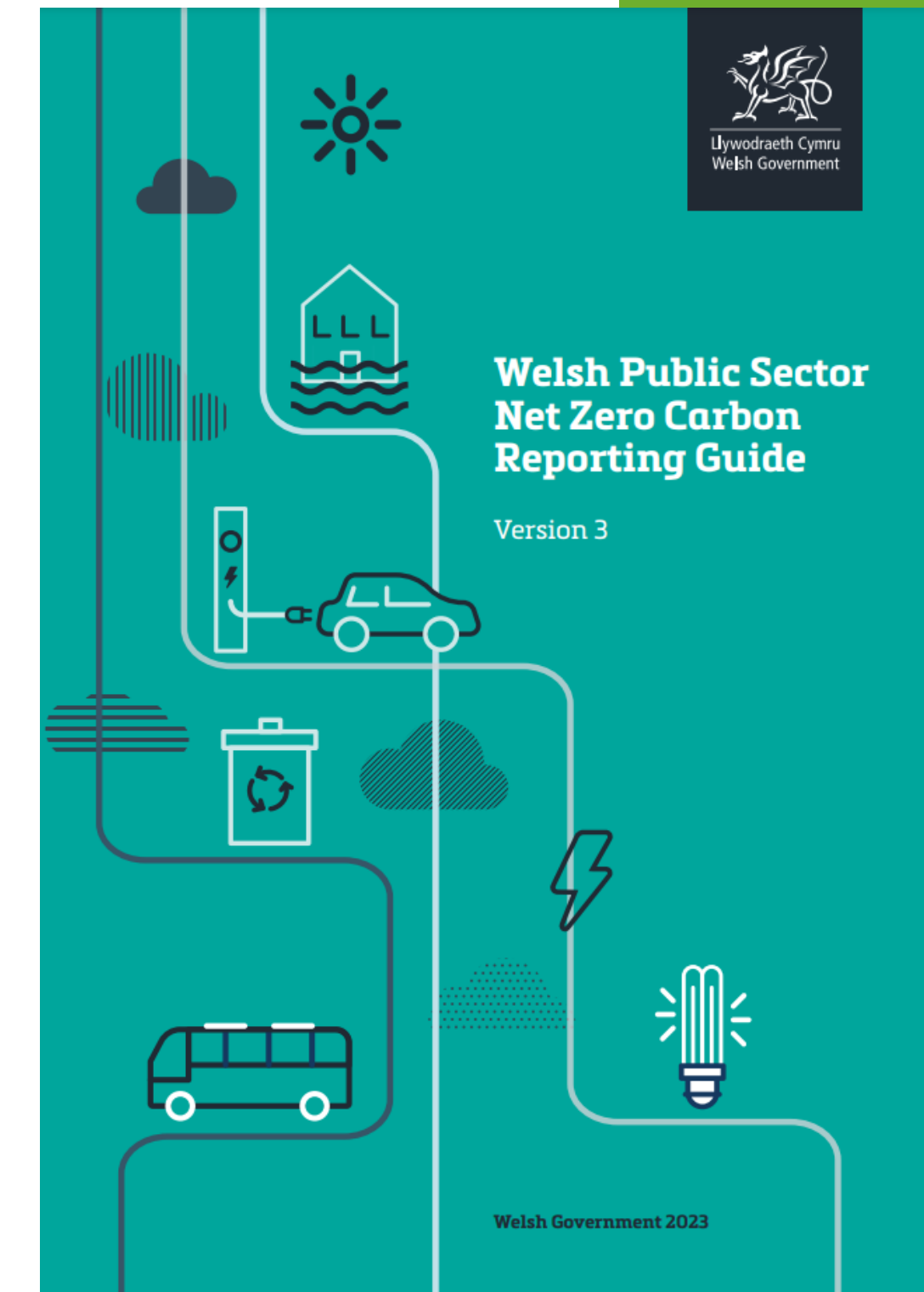
# What is scope 3?

| Scope 3 categories:                           |
|---|
| 1. Purchased goods and services               |
| 2. Capital goods                              |
| 3. Fuel- and energy-related activities        |
| 4. Upstream transportation and distribution   |
| 5. Waste generated in operations              |
| 6. Business travel                            |
| 7. Employee commuting                         |
| 8. Upstream leased assets                     |
| 9. Downstream transportation and distribution |
| 10. Processing of sold products               |
| 11. Use of sold products                      |
| 12. End-of-life treatment of sold products    |
| 13. Downstream leased assets                  |
| 14. Franchises                                |
| 15. Investments                               |



# Why should we report scope 3?

- Scope 3 measurement is vital in order to meet the requirements of the GHG Protocol and to align with the growing ambition of the UK Public Sector
- New guidelines are imminent for Greening Central Government to understand and include Scope 3 emissions
- 92% UK Councils reporting Scope 1&2 / 67% now reporting Scope 3 emissions (2024)
- Public Sector guidance for Net Zero reporting in Scotland & Wales includes all material Scope 3 activity



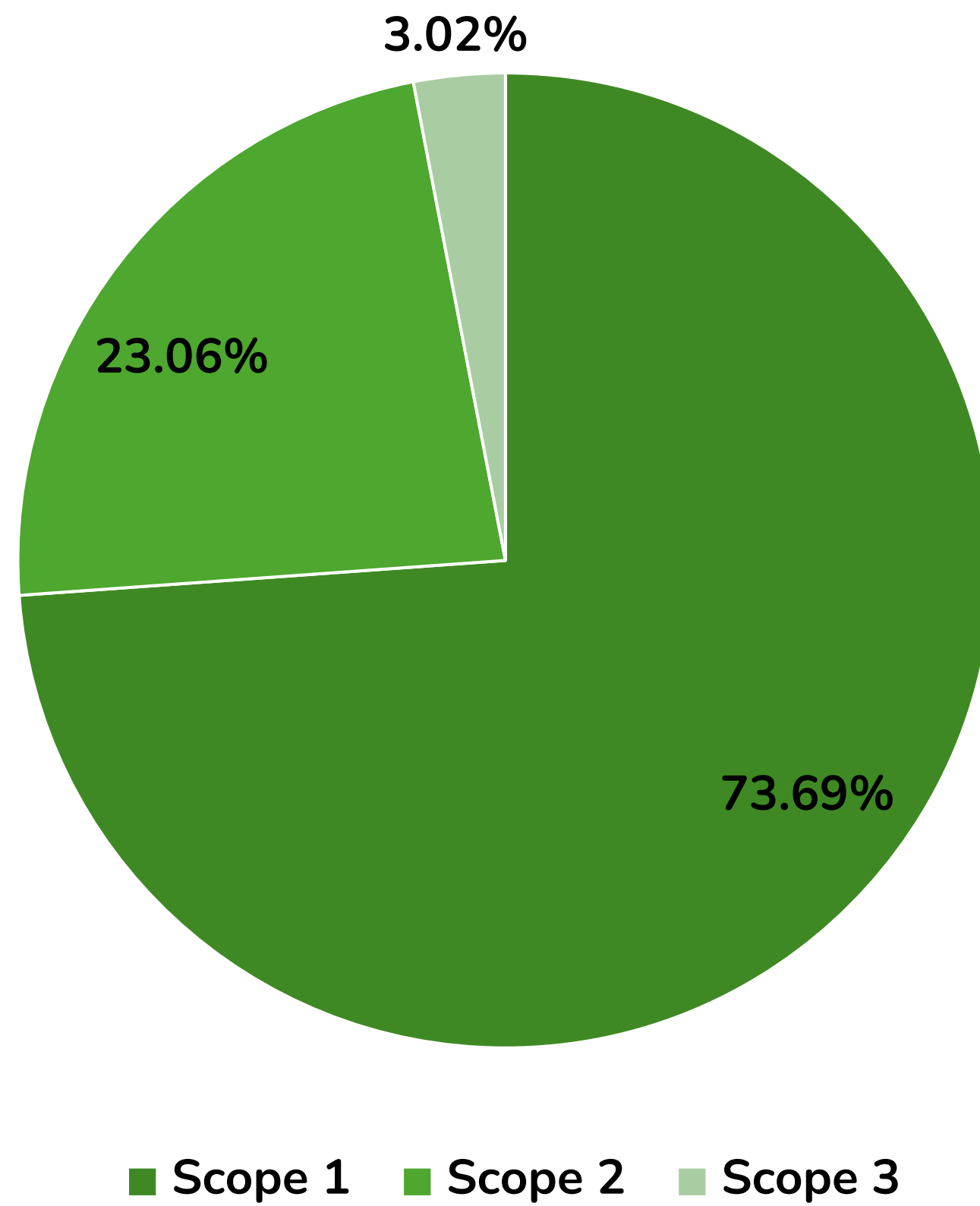
# Our Net Zero target

- In 2019 Newcastle City Council declared a climate emergency and set ourselves on a path to net zero.
- In 2020 we published our 2030 Net Zero Action Plan which focuses our three largest emission areas: energy, transport and waste.
- Our net zero target relates to scope 1 and scope 2 emissions. Newcastle City Council is adopting a consumption-based approach to address scope 3 emissions.

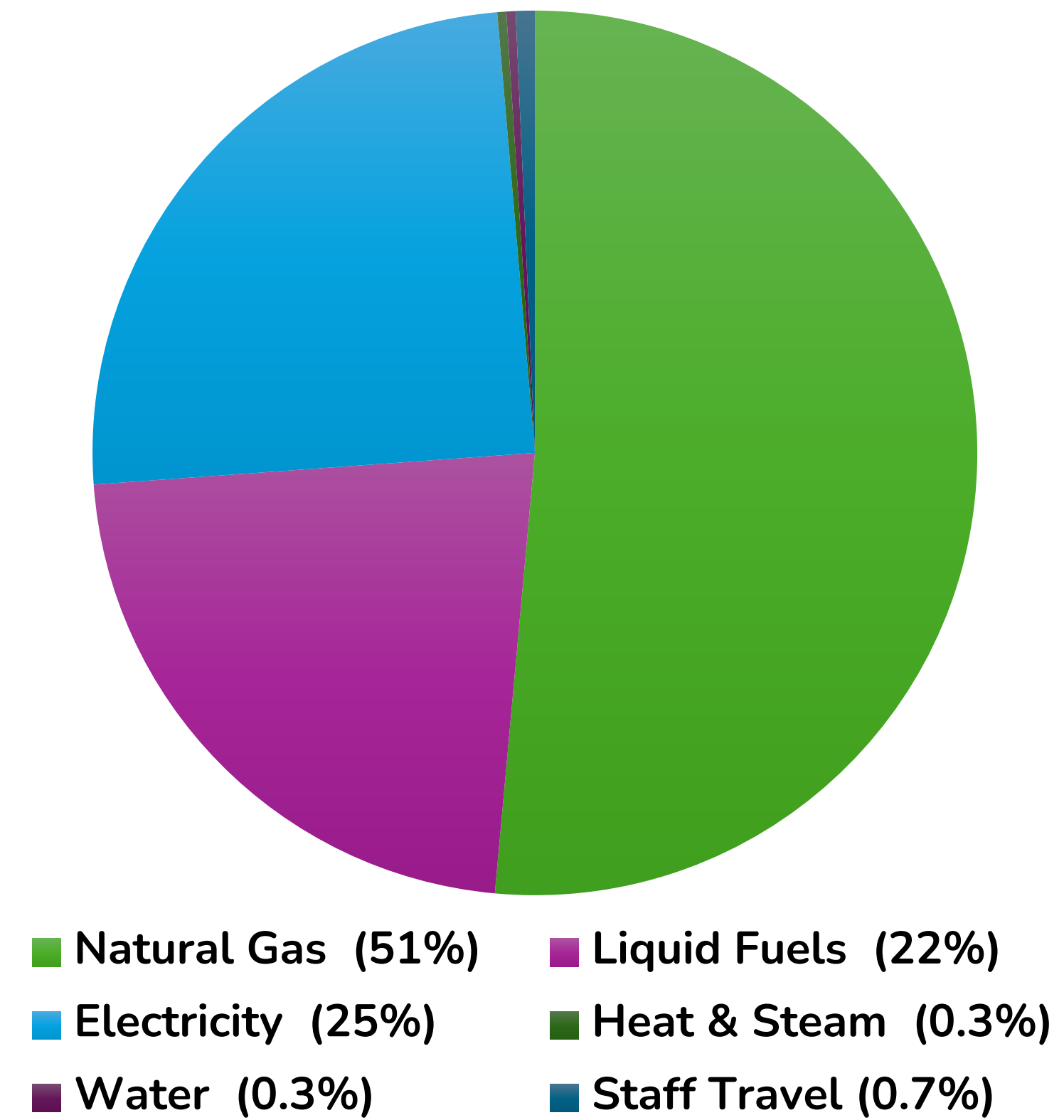


# Our reporting to date

Emissions Scope (2022/23)



Emissions Sources (2022/23)

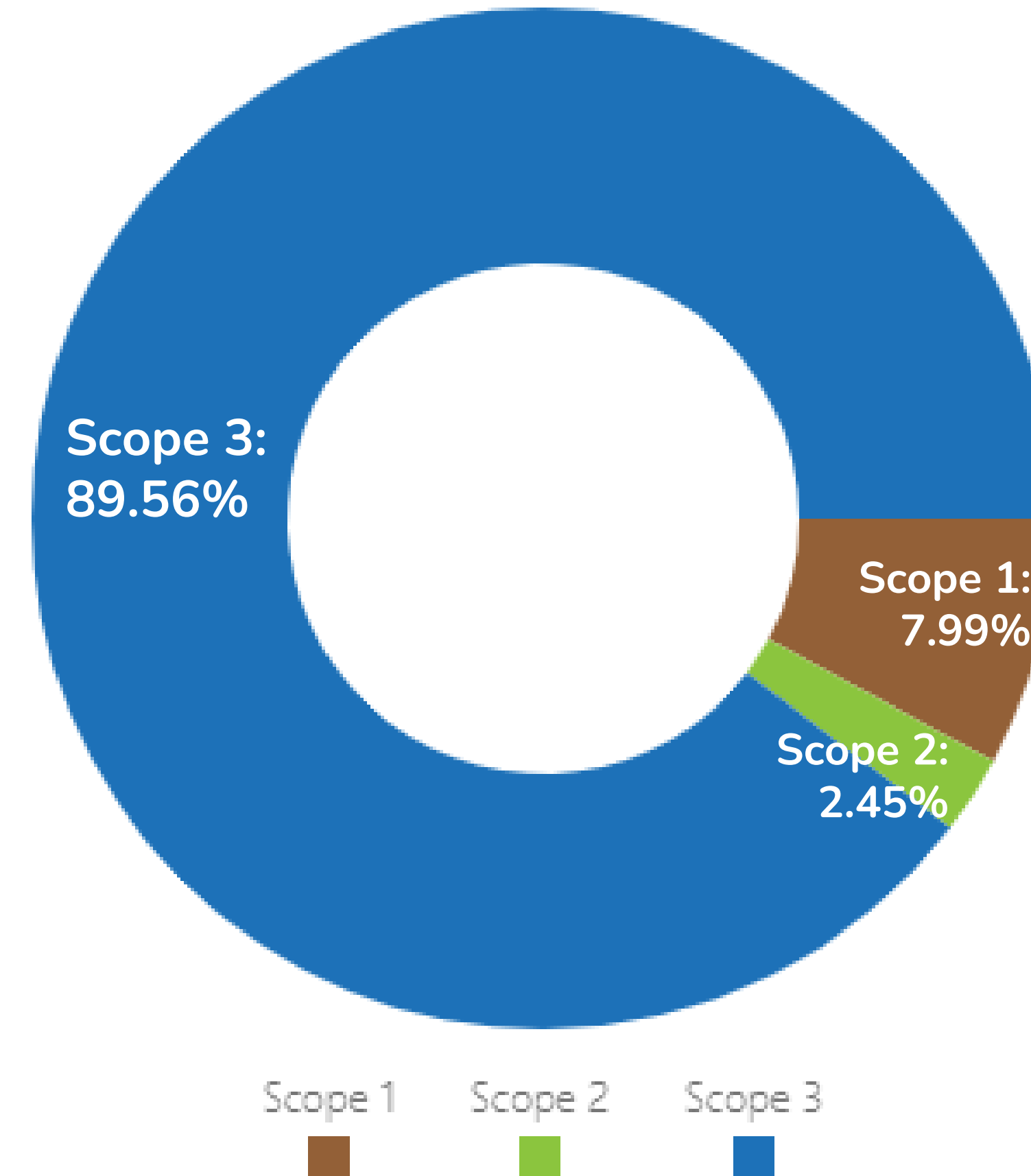


## Progress at Newcastle

- Newcastle City Council is working with Smart Carbon to measure baseline emissions to understand the footprint inclusive of all material Scope 3 emissions.
- We began our engagement with Smart Carbon in April 2024 and we have recently finalised our baseline reporting for all relevant categories of scope 3. This covers the financial year of 2023/24.



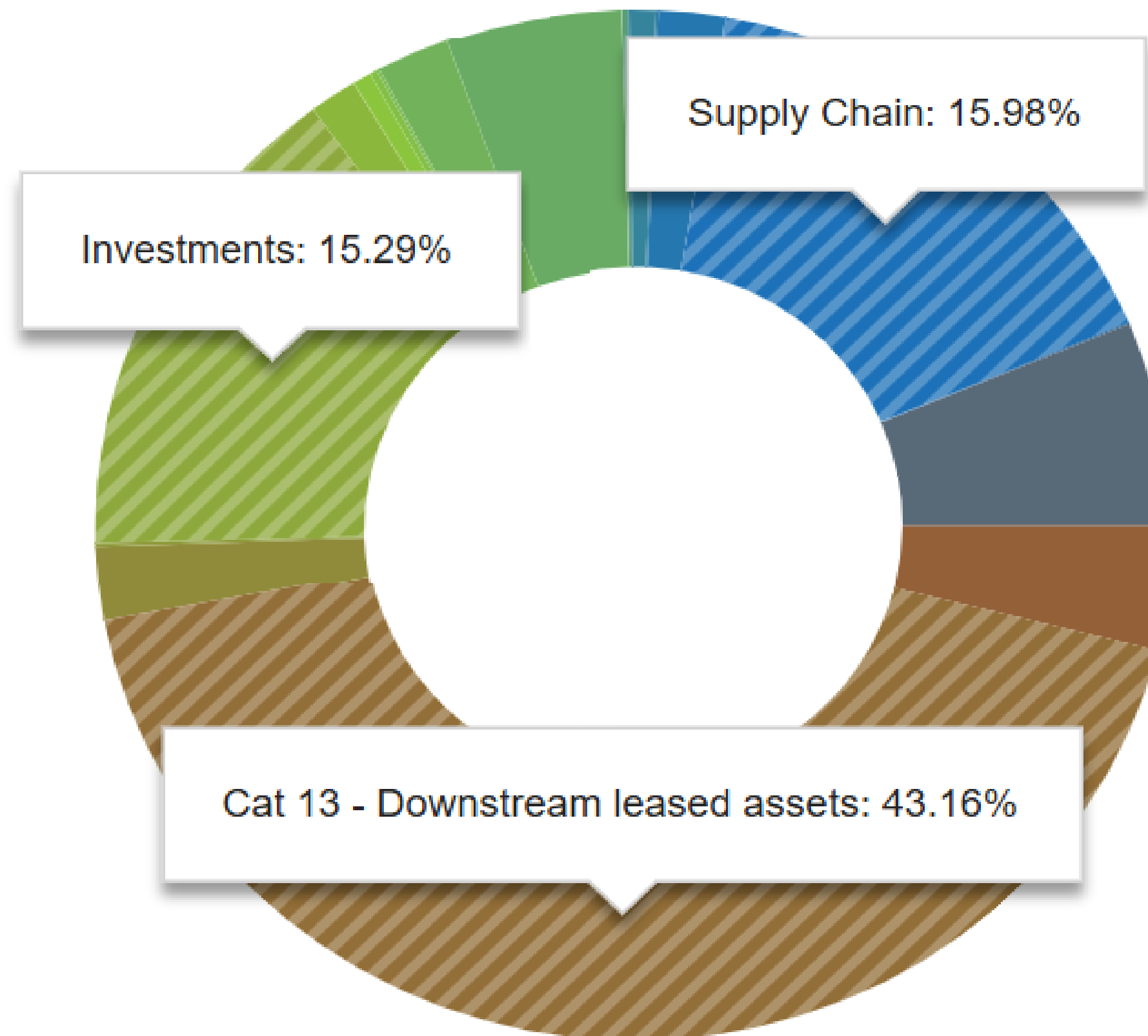
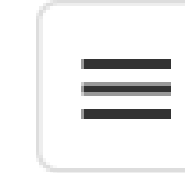
### Scope Percentages





# Progress at Newcastle

Emissions Categories  
Percentage

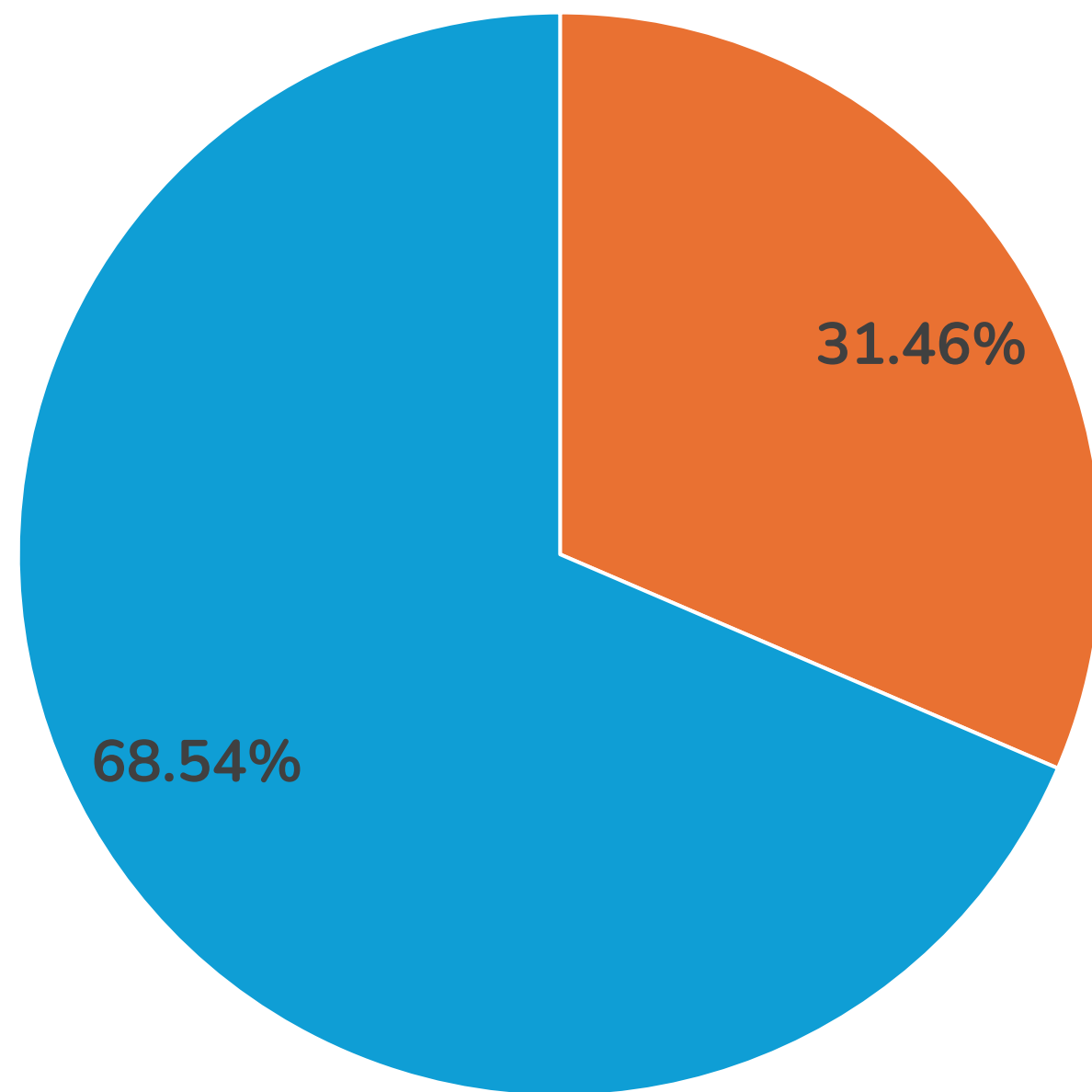


# A focus on the data

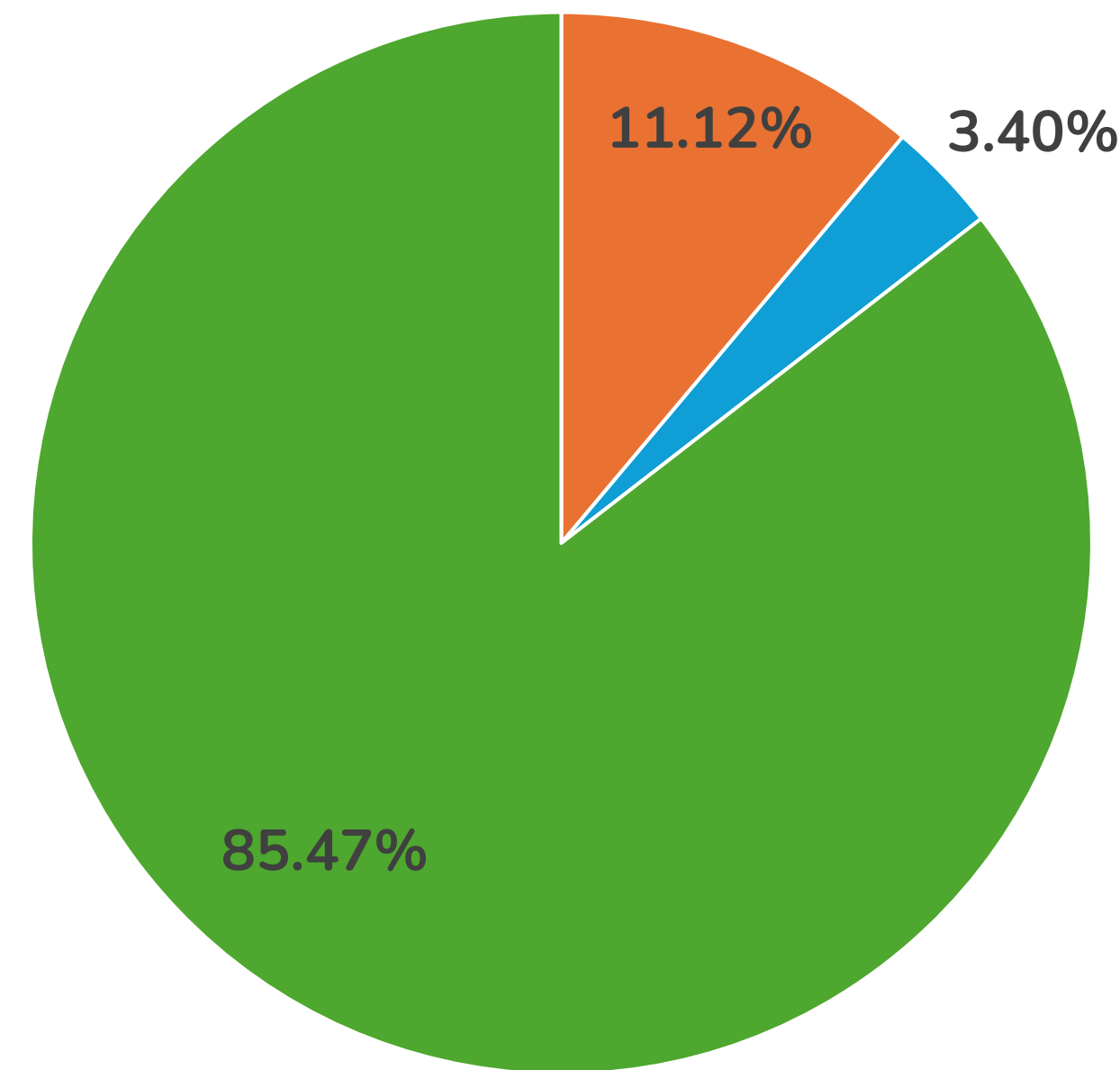
- Prior to engaging with Smart Carbon we had only measured the following categories of scope 3:
  - Electricity (Transmission and Distribution element)
  - Heat (T&D element)
  - Water Supply
  - Water Treatment
  - Business Travel: Air, Rail, Staff Taxi and Grey Fleet mileage
- Our baseline of scope 3 emissions for 2023/24 includes all categories bar franchises and processing of sold goods.
- Our highest emitting categories of scope 3 are:
  1. Downstream leased assets (43.75%)
  2. Supply chain (16.7%)
  3. Investments (15.15%)

# A focus on the data - downstream leased assets

Downstream Leased Asset Emissions



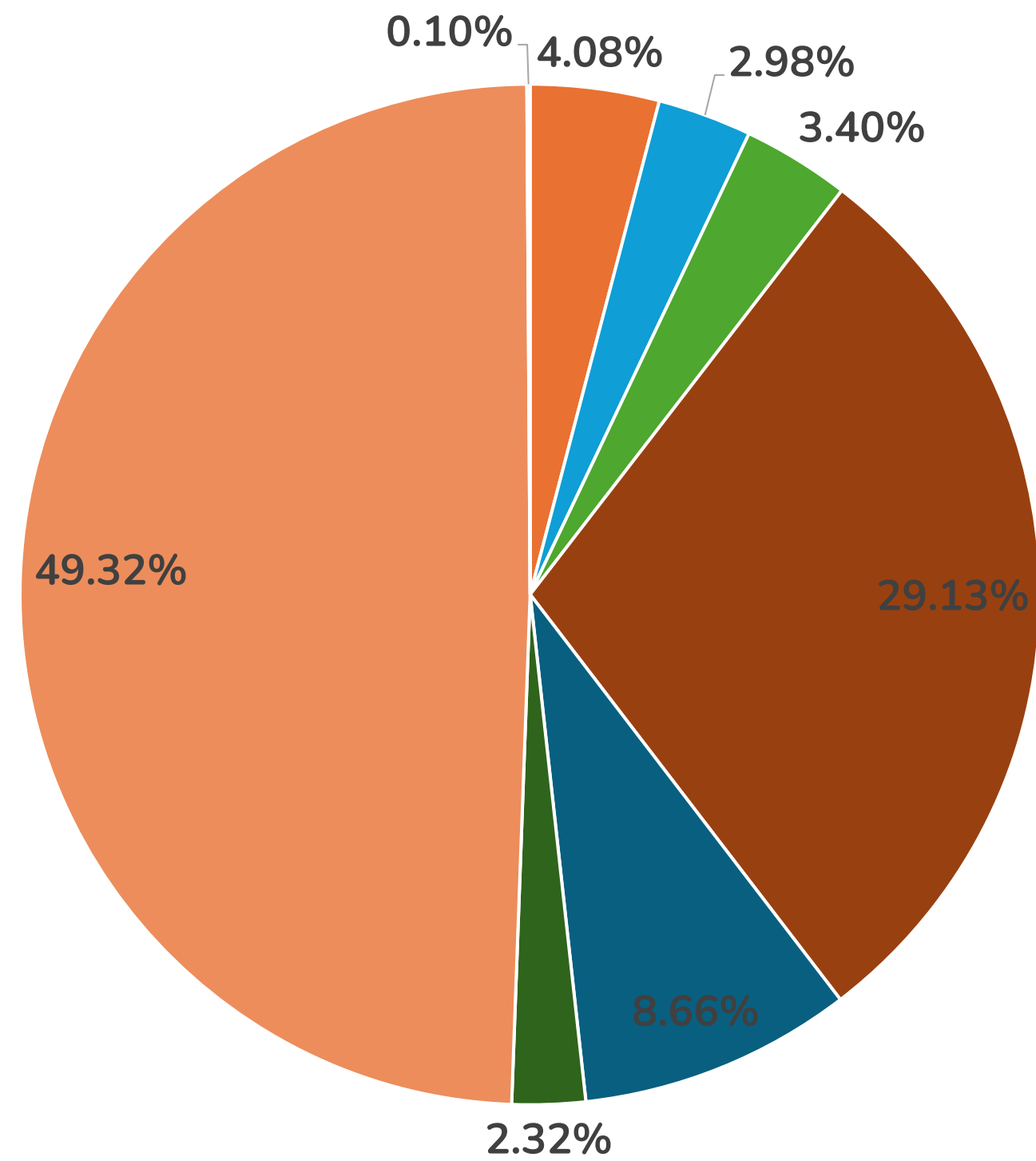
Scope Emissions (minus social housing)



■ Social Housing ■ Other Downstream Leased Assets ■ Scope 1 ■ Scope 2 ■ Scope 3 (minus social housing)

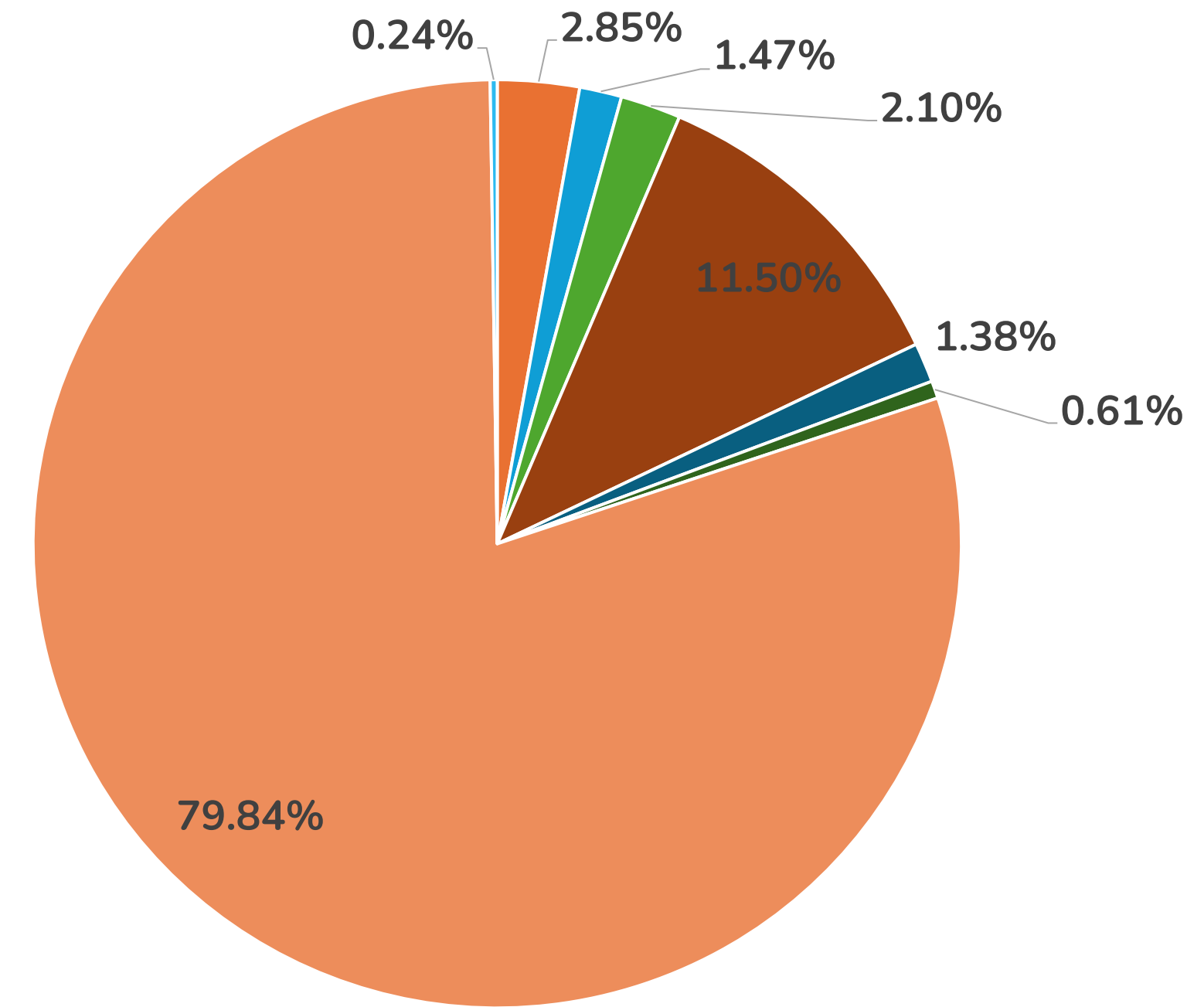
# A focus on the data - downstream leased assets

Gas consumption of downstream leased assets



- Commercial and Industrial
- Cultural
- Other Residential
- Social Housing
- Community and Leisure
- Education - Trust Maintained
- Social Care
- Community and Leisure

Electricity consumption of downstream leased assets

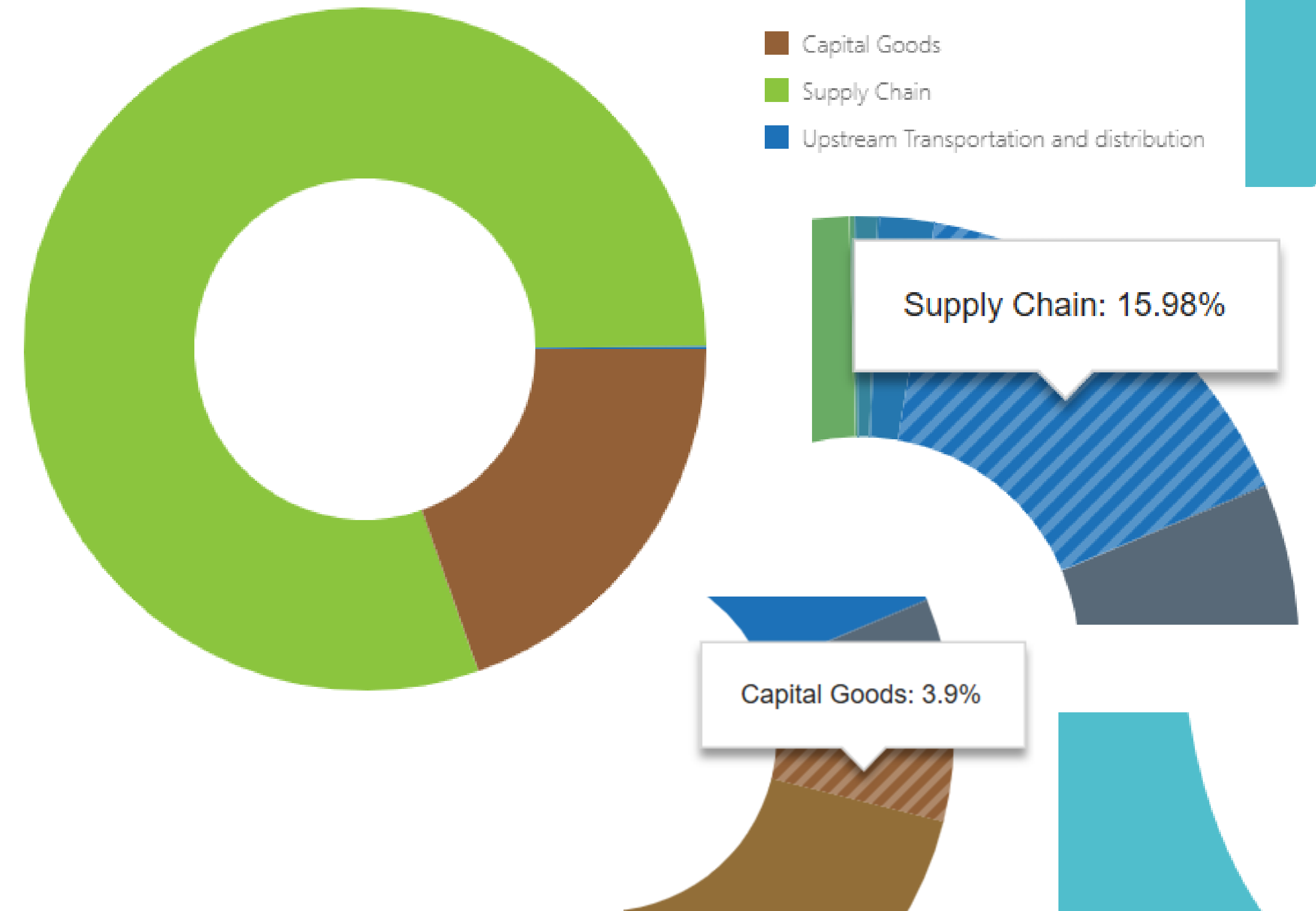


- Commercial and Industrial
- Cultural
- Other Residential
- Social Housing
- Community and Leisure
- Education - Trust Maintained
- Social Care
- Community and Leisure

# A focus on the data – supply chain

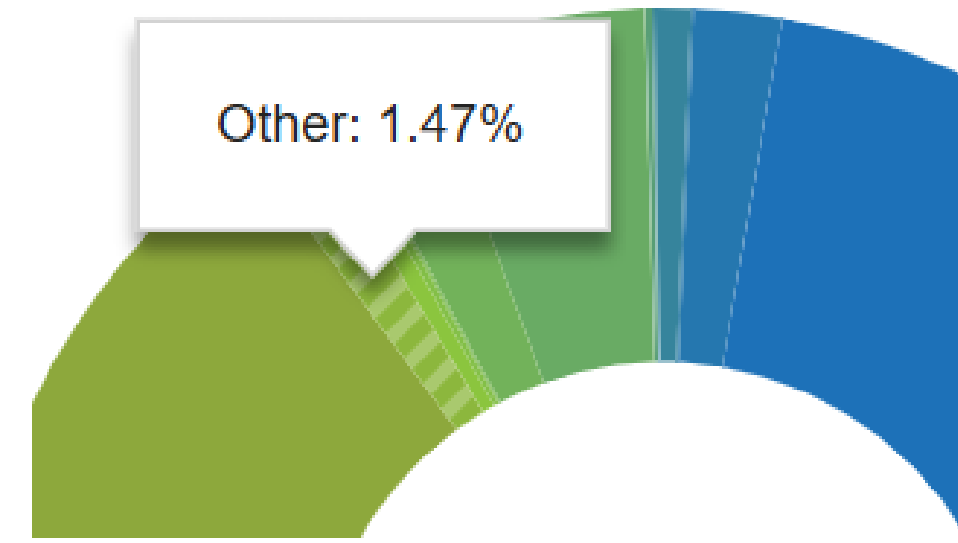
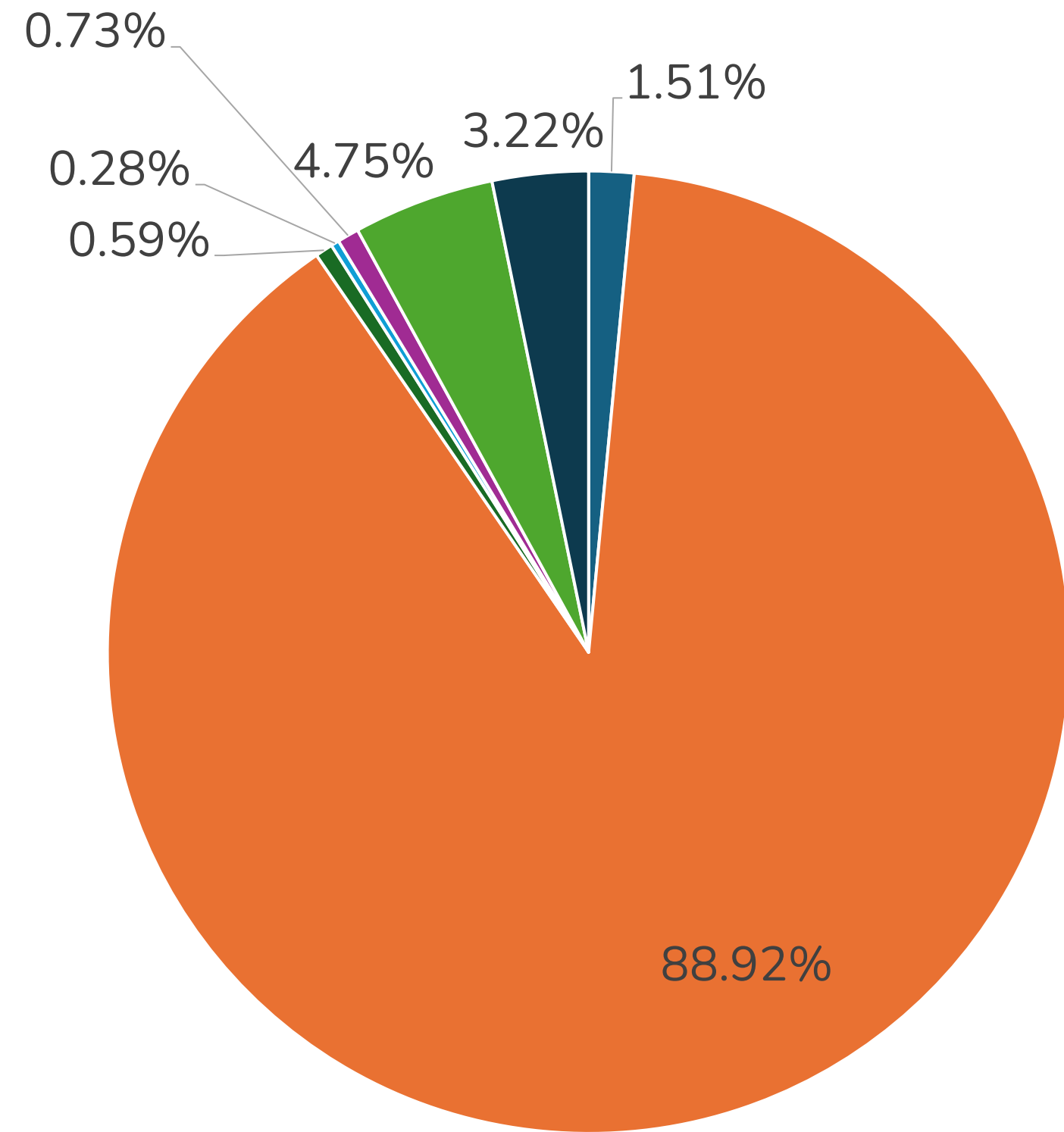
- The majority of our purchased goods and services emissions are from our supply chain (80.28%) as opposed to capital goods.
- Our emissions data is based on our spend with each suppliers.
- One of the biggest challenges we faced was transferring the ProClass codes from our procurement system to SIC codes to be able to report on the platform.
- We also experienced difficulty in defining the difference between capital goods and purchased goods because of the ProClass procurement system we operate.

Emissions Categories Percentage

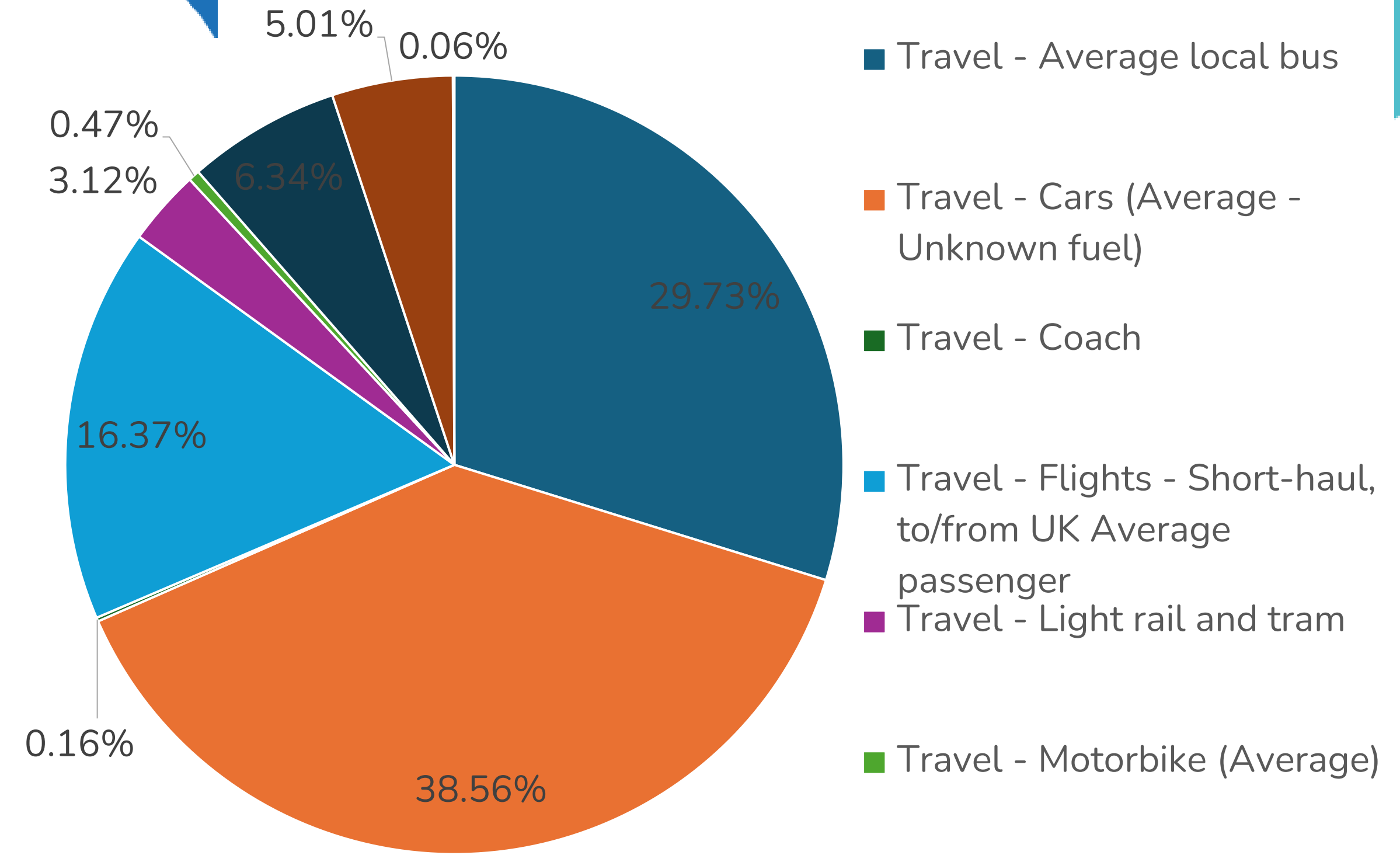


# A focus on the data – events

Non-council ran events emissions



Council ran events emissions



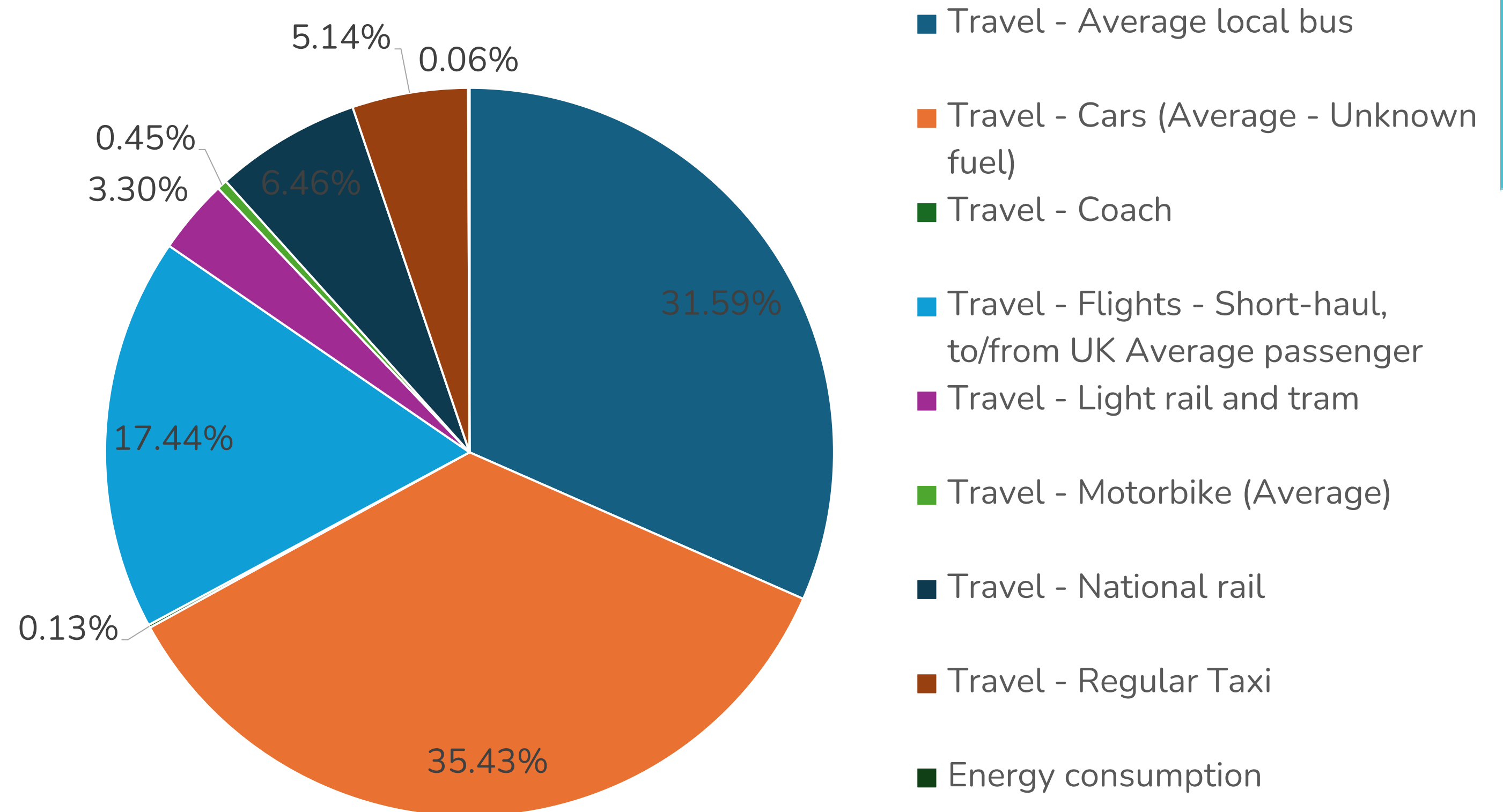
- Travel - Average local bus
- Travel - Cars (Average - Unknown fuel)
- Travel - Coach
- Travel - Light rail and tram
- Travel - Motorbike (Average)
- Travel - National rail
- Travel - Regular Taxi

- Travel - Average local bus
- Travel - Cars (Average - Unknown fuel)
- Travel - Coach
- Travel - Flights - Short-haul, to/from UK Average passenger
- Travel - Light rail and tram
- Travel - Motorbike (Average)

# A focus on the data – Christmas Markets

- We host our annual Christmas markets in Newcastle city centre and in 2024 we had over 1.7 million visitors.
- Our onsite survey of 300 visitors suggested that over three-quarters of visitors (76%) are non-residents of Newcastle with 61% of visitors from the wider Northeast region.
- Of the modes of transport available the majority of travel was via car (35%) with buses being the second most popular (31%).
- We used this information to estimate the overall emissions from travel to the markets and will continue to adapt our collection method for future years.
- We will also be publishing our Christmas market sustainability policy for the next market.

Christmas Markets



# Improvements

- We need to collect more accurate data for the following categories of scope 3:
  - Event travel data
  - Social housing gas and electricity consumption
  - Suppliers scope 1 and 2 emissions
  - Employee commuting data based on a travel survey
- To improve our data collection we will be:
  - Implementing travel surveys at big council ran events to get a more accurate picture of our travel emissions
  - Engaging with our housing team on how to more accurately calculate emissions from our social homes
  - Engaging with our top 100 suppliers to collect scope 1 and 2 emissions data and implementing this data collection for new contracts
  - Continuing to work with North East CA to develop a standardised approach to engage with suppliers across the North East
  - Creating a travel survey for council staff to complete and working with Mobilityways to improve the potential emissions reduction from reducing car commuting



# What are we going to do with the data?

- The completion of this baseline data collection has allowed us to fully understand the impact of our operations and put in place a plan to reduce the carbon footprint of our organisation.
- This data analysis allows us to show our employees, shareholders, and customers how we are playing an important part in the global response to the Climate Emergency.
- We can now target areas for decarbonisation based on our emissions data including our internal business travel, employee commuting and our supply chain.
- We will use the information provided to define our forward plan for decarbonisation and continue to update this data annually with Smart Carbon to measure progress.



**GO  
ZERO!**  
NEWCASTLE

**Thank you!**

Newcastle  
City Council 



**Together we  
make a  
difference**